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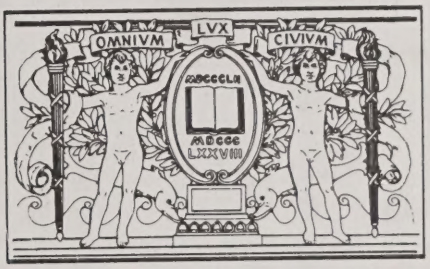

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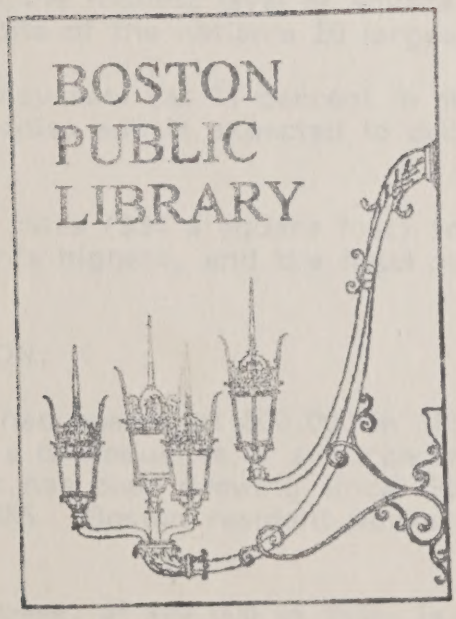
BRA STATUS REPORTS

November 1985



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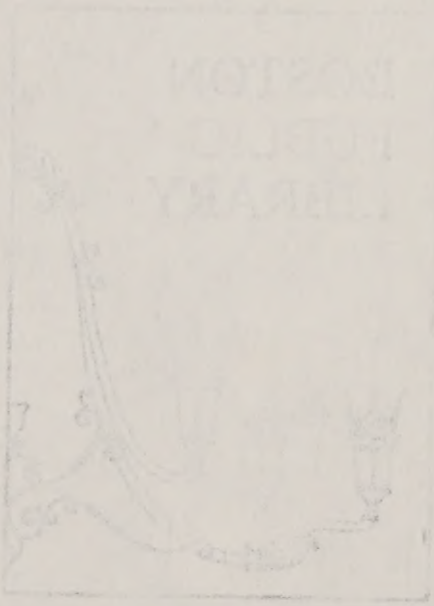


A PROFILE OF BOSTON

INCOME:

- Boston is the dynamo of its namesake metro area, the seventh largest in the nation in population and personal income, with one of the highest levels of per capita income.

- The unemployment rate (at less than 4 percent) in the Boston metro area is the lowest of that in the nation's 30 largest metro areas.

- The average annual wage for the 40 percent of the metro labor force working in Boston was $21,284 in 1984, exceeding those in the metro area and the state by 7 percent and 16 percent, respectively.

Boston's superior performance reflects a higher relative concentration on employment in communications, money management, higher education and medicine, and business and professional services, as a center for corporation headquarters and major business branches with executives, managers, officials and financial analysts, and large numbers of physicians, lawyers, architects, and engineers.

ECONOMY:

- Boston's economy has been expanding for almost a decade now with a gain of 80,000 jobs since 1976, including a notable increase of 18,000 in 1984.

- In 1984, Boston had the highest level of square feet of office construction per capita of the nation's 20 largest cities.

- Boston's office vacancy rate (at 11 percent in mid-1985) is one of the lowest among large cities and is expected to decline over the next twelve months.

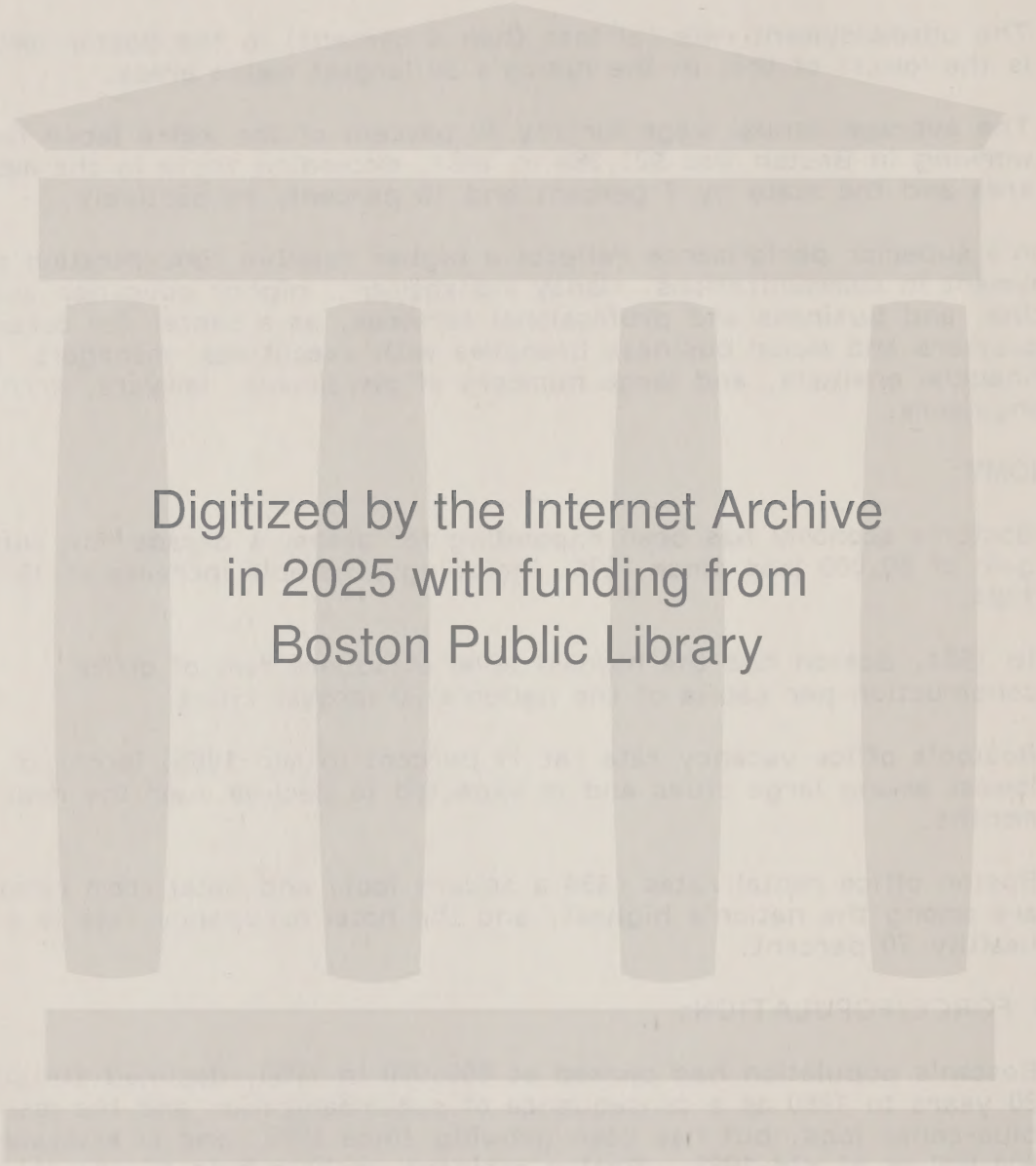
- Boston office rental rates ($34 a square foot) and hotel room rates ($76) are among the nation's highest, and the hotel occupancy rate is a healthy 70 percent.

WORK FORCE/POPULATION:

- Boston's population had peaked at 800,000 in 1950, declined steadily for 30 years to 1980 as a consequence of suburbanization and the loss of blue-collar jobs, but has been growing since 1980, and is estimated at 604,000 as of mid-1985. Boston resident workers hold 40 percent of Boston's jobs.

- Median household income, at $21,000 in 1985, is well below that of the metro area.

- The share of the population living in poverty is greater than that of the nation as a whole (21 percent compared with 14 percent in 1984).



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- Boston's population is younger (29 years in comparison with 30 nationally) reflecting the presence of college students and young adults. Consequently, household size is lower (2.4 persons per household in comparison with 2.7).

- Boston makes up a smaller share of its metro area population (20 percent) than do the nation's other large cities.

HOUSING:

- Boston's housing stock is older (60 percent built prior to 1939, in comparison with 52 percent for San Francisco, 29 percent for Denver, and 10 percent for Dallas).

- More of Boston's housing is renter-occupied (73 percent in 1980, in comparison with 66 percent for San Francisco, 51 percent for Dallas, and 50 percent for Denver), but owner-occupancy is rising (to 32 percent in 1985).

- Condominiums have tripled since 1980 and now make up 7 percent of Boston's housing stock.

- Housing vacancies have declined to 4 percent overall (2 percent for rental housing), values have been rising at an average of 20 percent a year over the last five years, and an acute housing shortage is engulfing the city.

- Boston residents' income has not kept up with housing costs. As of 1985, 45 percent of Boston's families were paying more than 25 percent of their income for rent.

- Housing production is rising in Boston but not enough. In contrast with the net addition of 900 dwellings per year in the 1970-80 decade (mostly public -assisted), and 1,700 annual average in the last five years, net new housing for 1985 is estimated at 2,000 dwellings. This compares with a projected need of 4,000 dwelling units a year.

  To help fill this gap the city is considering a goal of doubling housing production over the next five years (3,400 dwellings per year 1985-89, in comparison with 1,700, 1979-84) for a five-year total of 15,000 dwelling units, one-third of which would consist of affordable housing. Private builders would be encouraged to help achieve this goal, with public inducements including public land, lower cost bond financing, preferential zoning, and streamlined building permit processing.

TOPIC: ALLSTON-BRIGHTON

DESCRIPTION:

In 1980, Allston-Brighton ranked as the most populous neighborhood in Boston (65,264 of 562,994 persons or 12%) and one of only four Boston neighborhoods with a population increase (2.5%) from 1970. One fourth of Boston's Asian population lives in Allston-Brighton (A-B); and Asian's and Whites have a larger proportion in the neighborhood versus their city proportion. Whites, Blacks and Hispanics have a smaller share. Fewer children (0-19 years) and greater number of residents aged 10-19 live in A-B indicating a weakening family character and stronger student force. This a more transient neighborhood in that only 37% had lived in the area longer than five years versus 53% for the City.

Educationally, 79% of adults hold high school diplomas versus 68% for the city, and 33% are college graduates versus 20% for the city. The median income for A-B is $16,694 versus $16,062 for the City. A-B has 20% of its residents in poverty while the city has 21%.

1980 Census data shows that A-B has only 12% of the City's total housing. As of July 1985 it had 23% (4,120 of 18,380) of the total number of condominium conversions and 75% of these are investor owned. For homeownership generally only 15% of dwellings in A-B are owner-occupied versus 25% for the whole city. In 1980 there were 1,421 vacant units, 6.2% of the 22,847 city-wide, but 654 units were added to the market between 1980 and 1985.

STATUS:

Interim Planning Overlay District

As a first step in the rezoning of Allston-Brighton an Interim Planning Overlay District (IPOD) is planned. The IPOD has at its goal alleviating the high land use densities that create residential, traffic and parking problems; diminishing the causes of institutional, residential, commercial and industrial uses overlap; and planning the previously unplanned siting of development and redevelopment efforts.

The BRA is currently undertaking land use studies and mapping, reviewing and mapping the problem sites, setting goals for the IPOD as well as the resultant rezoning, and determining what controls are available to constrain unwarranted activities while encouraging desired activities. All above activities are in the draft outline stage and community input through the Project Advisory Committees (PAC) structure will be sought before the preliminary draft is established. The first community meeting is scheduled for November 20.

Project Advisory Committee

An A-B PAC is being created. The logistics, format and timing have been planned and community groups are currently on schedule to be contacted. The PAC will review the IPOD submittals and create subcommitees to act as Project Review Committees for subdistrict issues.

Allston Landing

Allston Landing is a 30-acre parcel of land owned by the Mass. Turnpike Authority between Cambridge Street and Western Avenue adjacent to Storrow Drive. Approximately 10 acres are leased to Conrail and 10 are proposed for redevelopment. No plans have been submitted but housing with some other mix of use is the priority.

St. Sebastian's Development

St. Sebastian's is the 15-acre site of a former school with 9 acres in Newton and 6 in Brighton's Oak Square. The Green Company holds the option and proposes 353 apartments and condominiums for people over 55. Newton is pleased, but Oak Square residents want the density for Brighton reduced due to expectations of increased traffic and parking.

ISSUES:

There are three related outstanding issues in Allston-Brighton, all of which relate to the desirability of A-B as a place to live, work and educate. They are opulation density, institutional encroachment and conflicting adjacent uses. All these issues are being addressed by the proposed rezoning of this area. Open space is a separate issue. There is pressure to both maintain the open space and develop it. The rezoning process, however, will address that as well.

TOPIC: BACK BAY

DESCRIPTION:

Back Bay contains 2-3 percent of the city's population. Per capita income is generally one of the highest varying between $12,000-$17,500 contrasting to the city's $6,555 as recorded in the 1980 census.

STATUS:

Private Investment

There are a number of developments within the proposed project area either completed or to be completed within the next three years.

- Copley Place is a 3.5-million sq.ft., $530 million, mixed-use complex, the largest such development in Boston's history. Occupying a 9.5-acre land- and air-rights parcel over the Massachusetts Turnpike and 3 railroads, Copley Place includes the Marriott and Westin Hotels, 4 seven-story office towers totalling 845,000 sq.ft., 2-levels of shopping galleries totalling 271,000 sq.ft. of retail space, a 100,000 sq.ft. Neiman Marcus specialty store, 106 apartments, underground parking for 1,432 cars, a 9-screen cinema complex and numerous restaurants and eating courts.

- 399 Boylston Street contains 208,000 sq.ft. of office space and 12,000 sq.ft. of retail space in a 13-story structure located next door to the 8-story Warren Chambers Building. In order to obtain a permit to build the new 13-story building, the developer agreed to restore the Warren Chambers Building, which provides 35,000 sq.ft. of office space and 10,000 sq.ft. of retail space in a red brick and limestone structure of Renaissance Revival architecture. Total project cost is $16 million. The project was occupied in late 1984.

- Four Seasons Hotel and Condominiums is a 15-story, concrete and masonry hotel/condominium complex which contains 290 hotel rooms and 100 residential condominium units, with 200 parking spaces and supportive facilities and services. Floors 1-7 consist of hotel suites, a restaurant, bar and lounge, and the hotel lobby. Floors 8-16 comprise the Four Seasons Place residential condominiums. Total project cost is $90 million. Total construction will be completed in 1985.

- John Hancock Clarendon Building, Clarendon Street is a complete renovation of a 540,000 sq.ft., 8-story, 1921 office building on an 80,000 sq.ft. lot involving minimal changes to the exterior and focusing on the creation of unique interior circulation spaces, including the conversion of four existing light courts into two large glass-enclosed landscaped garden atrium covered with a 165'x165' skylight and interconnected via bridges on two sides of the core tower. Total project cost is $35 million.

- Exeter Towers, 170-180 Newbury Street This new construction on a former parking lot provides 96,000 sq.ft. of market-rent housing in a 96-unit, 9-story building which also contains 12,000 sq.ft. of retail/restaurant space; a 7,000 sq.ft., 30-space underground garage; and auto rental office. Total project cost is $4.7 million. Occupied in early 1980's.

- One Exeter Place This new 14 story building provides 207,000 square feet of office space and commercial/retail space on the ground level. Total project cost was $17 million and occupancy was begun in late 1984.

- Prudential Center, 800 Boylston Street This $250 million, 31-acre development combines civic, business and residential facilities in what was the largest complex of its kind in the United States at the time of initial construction. All buildings, except Boston's Convention Center, were built and are owned (including land) by the Prudential Insurance Company of America. Principal buildings in the Center include a 52-story, 1.1 million sq.ft. office tower; a 25-story, 432,000 sq.ft. office tower; and the 29-story, 1,400-room Sheraton-Boston Hotel. Lord & Taylor and Saks Fifth Avenue are located on the site, in addition to a retail shopping mall, 3 twenty-six story apartment buildings containing 781 units and underground parking for 3,000 cars on 3 levels.

  A major redevelopment of Prudential Center is in the planning stages, including the potential addition of new office, retail, hotel and residential development. This redevelopment will consider new configurations for development of the remaining property.

- The Greenhouse, 160 Huntington Avenue. The Greenhouse residential project consists of 2 twelve-story buildings connected by a glass atrium. Of the 322 residential units, there are 160 1-bedroom apartments, 140 two-bedroom apartments and 33 three-bedroom apartments. There are 209 below-grade parking spaces and 8,000 sq.ft. of commercial space. Total project costs was $19 million. Occupancy occurred in late 1982.

- St. James Avenue Garage Redevelopment. Present plans call for the full-block redevelopment of the block bounded by Boylston, Berkeley and Clarendon Streets and St. James Avenue for an active. 1.3 million square foot mixed-use development, including 1.2 million sq.ft. of office space, 100,000 sq.ft. of commercial/retail space, and a 1,000 space below-level garage. Total project cost is $298 million. Occupancy is expected to begin as early as late 1987 and extend to 1989.

Public Investment

- Southwest Corridor. is a major state sponsored redevelopment project extending throughout the southwest portion of the City. The Back Bay component includes the landscaped decking over the

Orange Line and major railroad lines adjacent to Copley Place. This work done in conjunction with the rebuilding of Back Bay Station, will enhance South End access to Copley Square.

- o MBTA Activities The replacement of the Orange Line will provide new pedestrian movement through the Back Bay Station, which in turn will increase pedestrian activity through Copley Square to reach other commuter destinations within the Back Bay.

ISSUES:

- o 500 Boylston Street

  Linking final approval of project's design to advancement of traffic improvements for Back Bay and adjoining communities. CBNEL court suit challenging Zoning Commission's granting PDA.

- o Boylston Street Zoning

  Down zoning North side of Boylston Street (in conformance with Boylston Street Interim Report).

- o Boylston Street Public Improvements

  An upgrading plan for sidewalk areas has been jointly developed with the Boylston Street CRC which the groups would like implemented.

- o Prudential Development

  Form a citizen's review process to assure that the planning process is open, and decisions not made before that process is open.

- o Mass. Turnpike Air-Rights

TOPIC: BOSTON SHIPYARD CORP.

DESCRIPTION:

Private ship repair facility contiguous to the Massport East Boston Piers in the Jeffries Point section of East Boston. This facility was the Old Bethlehem Shipyard prior to being purchased by Mr. William Kenney.

STATUS:

Boston Shipyard Corp., as it is now known, is in bankruptcy court under Chapter II. A recent acquisition proposal was submitted to the court by J.M. Cashman, Inc., Marine and General Contractors for $5 million. The yard has an outstanding debt of 14-17 million. Numerous other interested parties have surfaced and the court will receive additional proposals the second week in November. The first mortgage holder (Shawmut Bank) is apparently pushing for a resolution as quickly as possible.

ISSUES:

- What types of uses would be allowed under Chapter 91 should no water dependent use prove viable.
- Area residents are concerned that this site in conjunction with the Massport piers not be used as a staging area for the construction of a sewage treatment facility or Third Harbor Tunnel.
- Resolution of possibly conflicting area goals of wanting to retain/expand area employment opportunities yet not wanting to have their quality of life reduced in any way.
- Public access to site.

TOPIC: CHARLESTOWN

DESCRIPTION:

Although it is a relatively small neighborhood, Charlestown is the focus of some of the most intense development interest in Boston because of its proximity to the downtown area, its waterfront location, and attractiveness of residential areas. Not coincidentally, it is a neighborhood in which residents are very determined to have a meaningful role in development decisions that affect the neighborhood. Despite the relatively small size of its land area (one square mile) and population (13,364 or 2.4% of Boston's total) Charlestown has been the site of one of the largest amounts of combined public/private investment of any Boston neighborhood in recent years (over $500 million in 1975-85).

STATUS:

The scene of the largest portion of this private investment is the revitalized Charlestown Navy Yard. To date, a public investment of nearly $10 million has leveraged commitments of private investment of approximately $320 million. Two major public improvement projects scheduled for 1985-86 construction, the third phase of Shipyard Park and the completion of Navy Yard Streets, will virtually complete the public capital investment in the Navy Yard.

The resulting private investment has consequently accelerated in the recent past. In the past ten months alone, construction starts have been made on:

- o 100,000 square feet of commercial space in Buildings 36, 120 and 266
- o 111 units of subsidized elderly housing
- o over 700,000 square feet of commercial space
- o 1,300 parking spaces in Buildings 149 and 199
- o 47 new townhouses on the former Shipways, and 154 condominium units in Building 197
- o a 200 slip marina at Pier 8.

As a consequence of the development activity of 1984-85, a number of public benefits will be produced, particularly in terms of new job and housing creation.

- o Approximately 4,633 new jobs will be created as a result of those projects that either began construction or were tentatively designated in the past year, primarily in office or retail firms, with half of these new jobs going to Boston residents.

- Approximately $3,695,000 in linkage monies will be contributed by Navy Yard developers to be used to create new housing.

- In those cases where a proposed development did not meet the 100,000 square foot threshold to require a linkage payment, the developer instead will make a contribution to a community fund for Charlestown. To date, $198,000 is pledged to this Fund.

These public benefits reflect the private investment being made in the Charlestown Navy Yard.

- Buildings in construction or tentatively designated represent almost $103,000,000 in investments.

- As a consequence of this investment, approximately $2,446,000 in real estate taxes and approximately $941,000 in lease payments will be generated.

The City Square Area has also witnessed a large concentration of development activities. Among the projects ongoing in this area are:

- 120 units of elderly housing at the St. Mary's School site

- 82 condominium units in the Austin Block project

- 60,000 square feet commercial redevelopment space at historic Rhougan Hall

- The Tontine Crescent project which will produce 52 condominiums and 19 rental units.

In the Sullivan Square Area, both the Crown and Shield project and the Schraffts building are proceeding with completion dates of late 1985.

Two public projects which will have a major impact on Charlestown are:

- The Main Street reconstruction project which will begin in the Spring of 1986 and continue for 8 months.

- The $180 million North Central Artery project which will enter the construction phase by the Fall of 1986 and continue for approximately four years thereafter.

Both projects are being carried out under the direction of the Massachusetts Department of Public Works.

ISSUES:

Despite the enormity and impact of some of these projects on Charlestown, projects of much smaller size have generated, and will continue to be the focus of, significant resident attention. The projects of this nature include:

- The disposition of scattered single-family home sites.
- The future of the Charlestown Community Garden and the related development of Parcel P-2.
- The redevelopment of Parcels P-15 and C-2.
- The creation of the Charlestown PAC.

Areas of less specific, yet equally intenses community focus are:

- An insistence that the community share in the benefits associated with the redevelopment of the Navy Yard.
- The ultimate disposition of the parcels created by the North Central Artery project.
- The current and future conditions of Charlestown's public housing projects.
- The ability of younger Charlestown residents to purchase homes in the face of skyrocketing real estate values.

TOPIC: CITIZEN PARTICIPATION

DESCRIPTION:

Harborpark Advisory Committee

Composed of residents, public agencies, members, and groups concerned with water-related activities, this Committee will oversee the development and protection of the harbor area from East Boston to Dorchester.

East Boston Piers Project Advisory Committee

Working on the redevelopment of the piers in East Boston.

Fan Piers Citizen Advisory Committee

Concerned with the development of Piers I-III, Pier IV, and Fort Point Channel.

Port Norfolk Committee (Ad Hoc)

Residents working with the BRA to review housing development proposals in their neighborhood.

Columbia Point Task Force

An elected group of residents who represent all tenants while working with the Boston Redevelopment Authority, and CMJ - the developer of the proposed new Harbor Point complex.

Park Plaza Civic Advisory Committee

Worked closely with the BRA throughout the redevelopment of the project area.

Boylston Street Zoning Study Citizen's Review Committee

Representing residents and businesses in the Back Bay area, this committee has worked with staff in reviewing possible zoning changes which could affect building heights and density along Boylston Street.

Parcel 18 Task Force

This Advisory Committee is reviewing potential development of key parcels along the Southwest Corridor. Members include area residents, community development corporations, state and city representatives.

Roxbury Planning Advisory Committee (PAC)

A committee of 21 members is expected to be established soon after numerous meetings of the community with the Mayor and the BRA. Initial membership is expected to be 13 members endorsed by Roxbury residents and 8 additional ones to be appointed by the Mayor to ensure full representation.

South End PAC

Meetings will soon begin to initiate a similar committee of residents to review developments and planning considerations in the South End.

Mission Hill/Fenway/Kenmore PAC

Work has already begun on the formation of a PAC for the Mission Hill/Fenway/Kenmore neighborhood to deal with critical traffic concerns and other important planning issues such as housing.

Allston-Brighton PAC

A critical examination of the possible need for zoning changes during a planned Interim Overlay District study period will be a major concentration of for this PAC, along with some potential development during the same period.

Charlestown PAC

The PAC in Charlestown, as planned elsewhere will be a vehicle for citizens to work closely with BRA staff, become better informed of the implications for their neighborhood, and make their opinions heard through formal recommendations to the Authority before the Authority acts. The PAC will also be a very important vehicle for circulating information to the entire neighborhood.

TOPIC: COLUMBIA POINT-HARBOR POINT

DESCRIPTION:

The $170 million Harbor Point project will:

- Transform the existing 1,504 unit Columbia Point housing project into a 1,282 unit mixed-income rental community consisting of new and rehabilitated buildings.

- Provide housing for the 350 present tenants in the 400 low-income units to be maintained in perpetuity by the developer.

Construction will include:

- Demolition of 17 of the 30 existing buildings and the renovation of the remaining 13 low and mid-rise buildings.

- New construction of townhouses, mid-rises, low-rises or mall buildings, recreational facilities, clubhouse, retail space, as well as a day care center, health and community facilities.

- No building will be more than 7-stories.

Public Improvements:

- The new site plans are designed around a new street pattern which will permit views of the water and/or Boston skyline from every street.

- A 6.5 acre public waterfront park between Harbor Point and the water's edge will be developed by the MDC, to extend across Bayside Expo Center to Mother's Rest and across Boston Water and Sewer Commission and U-Mass land to J.F. Kennedy Library.

Developer:

- The developer team was selected after a competitive process conducted by the BRA, BHA and the Columbia Point Community Task Force, Inc.

- The development team consists of Peninsula Partners (Corcoran, Mullins, Jennison, Inc., John B. Cruz Company, Robert Kuehn, Peninsula Housing Corp., SBD Trust) and the Columbia Point Community Task Force, Inc.

Funding Sources:

- A more than $120 million mortgage from the MHFA.

- A $12 million UDAG awarded to the City last January.

- 350 Section 8 units.

- o 50 Section 707 units.
- o Nearly $9 million in Urban Initiatives.
- o A state SHARP allocation.
- o Developer equity.

Jobs:

- o It is anticipated that 457 construction jobs will be created during the construction period and approximately 75 permanent full-time jobs.
- o The developer is committed to provide at least 50 construction-related jobs and 50% of the management positions to current residents.

STATUS:

All parties are presently proceeding under the assumption that a closing must occur before December 31, 1985. A number of steps have been or need to be taken for this to happen. Completed steps are:

- o Zoning Commission approval of PDA in July and amendment in October.
- o Zoning Board of Appeals approval in October.
- o Lease terms between BHA and developer agreed to.

Steps which must be completed by December 31, 1985 are:

- o MHFA firm commitment in mid-November, sale of its bonds and closing.
- o Lease execution.
- o A considerable number of HUD approvals and waivers, major ones being:
  - o Approval of use SHARP funds for project feasibility.
  - o Approval of use of Urban Initiatives funds.
  - o Approval of and execution of UDAG grant agreement.
  - o Approval by National Park Service (NPS) of parkland conversion plan.
  - o MEPA approval of EIR.
  - o Completion of agreement between development team and Task Force making latter part of joint venture.

CMJ currently is planning to start demolition during the winter and to start construction early in the 1986 season.

The BRA's $1.8 million street and sidewalk improvements project for Mt. Vernon Street and its two access points to the peninsula will also start in 1986, as will the construction of the $5 million waterfront park at Harbor Point.

ISSUES:

- o HUD approval of use of SHARP funds.
- o The acceptability to the State Environmental agencies and NPS of the proposed conversion plan as well as the ability of the NPS to act quickly.
- o Negotiations with property owners, including BWSC, U-Mass, and Bayside Expo Center, over use of land for waterfront park.
- o Outstanding design review concerns on the part of the public agencies, BRA and MHFA particularly, and ability and willingness of development team to retain critical elements in the project.

TOPIC: CONTRACT COMPLIANCE

DESCRIPTION:

Various mechanisms exist for furthering equal opportunity in employment by the City of Boston. The Mayor's Executive Order dated July 12, 1985 indicates at least 50% Boston Residents, 25 minority and 10% female employees man hours by trade to total on each contract with private developments.

As of September 30, 1985 Statistics for four of the ten downtown projects include these statistics.

- 101 Federal Street: Commenced work on September 18, 1985. 1% completed, minority 15%. female 1.3, resident 22%.

- 140 Federal Street: Commenced work on November 1, 1984. 68% completed, minority 6.5%, female 0.7%, residents 18.4%.

- 150 Federal Street: Commenced work on September 3, 1985. 2% completed, minority 13.2%, female 15.9%, resident 34.1%/

- International Place: commenced work on November, 1984. 6% completed. Phase 1 of 3. Minority 14.9%, female 1.3%, residents 21%.

- Rowes/Foster Wharve: Commenced work on March 16, 1985. 6% completed. Phase 1 of 2. Minority 1.3%, female 0%, residents 15%. Monthly meeting with Developers are being held in conjunction with weekly on-site visits to increase statistics for residents, minorities and females. At this time the aforementioned projects are making concerted efforts to increase their work force percentages.

  To date, all Developers have committed to at least 10% minority enterprise, either sub-contractor, sub-sub-contractor or supplier of materials.

  The issue of supply and demand for Boston residents, minorities and females issues comes from various unions. The request from General and Sub-Contractors continue to be a slow process in conformity.

TOPIC: DESIGN REVIEW

DESCRIPTION:

BRA staff has recently convened a Boston Civic Design Commission (BCDC) working committee made up of representatives of the Boston Society of Architects, Greater Boston Chamber of Commerce and BRA staff.

The Commission's purpose will be to review design changes that affect the character of the City's physical environment. The BCDC will review public and private projects, including open spaces, buildings and public improvements. The Commission will review plans of buildings over 100,000 s.f. or smaller projects of special significance (i.e., visually prominent from major streets, open space).

The current plan envisions 9 to 13 members. Commissioners will include residents with a commitment to Boston's public environment, as well as people with expertise in the fields of architecture, urban design, development, and historic preservation. BRA design staff will assist the BCDC, providing information necessary for design review.

STATUS:

The working committee has met 3 times and will meet several more times in order to develop a proposal ready for the Mayor.

ISSUES:

Although the Committee's work has not yet been finished, several issues will likely be hot ones:

- how the BCDC will work on neighborhood projects;
- how the overlapping jurisdiction (i.e., with Back Bay Architectural Commission) will work;
- membership - ratio of professionals to non-professionals;
- citizen participation - whether or not there will be public hearings;
- whether the BCDC will review state projects.

TOPIC: DEVELOPMENT REVIEW PROCEDURES

DESCRIPTION:

As the city's planning and development agency, the Boston Redevelopment Authority (BRA) has direct responsibility for planning throughout the City of Boston, for reviewing privately initiated development proposals, and for assisting and reviewing development on publicly-owned land. The BRA's review authority extends to a wide range of projects and differs depending on the complexity of a project.

A project may require BRA review for three reasons:

1. a request for a building or occupancy permit that requires zoning relief, such as an exception, variance, conditional use permit, or special zoning designation.

2. the use of financing mechanisms to encourage and allow development to occur which provide public benefits to the city. There are three such mechanisms:

    - o Chapter 121A which allows a corporation to make payments based on gross income in lieu of taxes on real and personal property for 15 years.

    - o The Commercial Area Revitalization District program in which Industrial Revenue Bond financing is made available to commercial projects that meet certain criteria.

    - o Urban Development Action Grants which are public funds that supplement private investment used, in large part, for job creation.

3. the selling or leasing of public property. For all BRA-owned parcels and for certain city-owned sites, the BRA prepares developers kits which outline design and development guidelines.

When a project comes under BRA review, a four-stage review process is conducted.

Step 1: Development Concept

For private projects, the developer contacts the BRA to discuss the development concept, government regulations, and those BRA submission requirements appropriate to the project. For projects on publicly-owned parcels, development guidelines are drawn and a public request for proposals to develop the site is made. Based on an evaluation, the BRA either grants a tentative designation to a developer or recommends a developer to the appropriate city agency.

Step 2: Schematic Review

Schematic review is intented to secure agreement on the basic development concept prior to intensive design development. During this stage, environmental impacts are assessed, such as wind, sunlight, and daylight.

Step 3: Design Development

During this phase approval of the final design is made, financing mechanisms refined, and applications for government subsidies prepared. Upon staff acceptance of the design development materials, the proposal is submitted to the BRA Board. At this stage, the BRA Board recommends appropriate zoning actions to the Zoning Commission and Zoning Board of Appeal.

Step 4: Contract Documents

Prior to the issuance of a building permit, the BRA reviews final working drawings and the selection of all building materials visible to the public. This review is intended to secure approval on contract documents and the complete proposal.

TOPIC: DOWNTOWN GUIDELINES

DESCRIPTION:

The proposed Downtown Guidelines: Growth Policies for Central Boston 1985-1995 will set forth the first comprehensive vision for moderating and channeling Boston's downtown growth in over 20 years -- since "The New Boston" plans was designed to attack urban blight in the 1960's.

In the last 5-10 years, Boston has been propelled by a surging service economy and higher property values. Furthermore, Boston's boom is expected to continue throughout the decade thus increasing the need for a master plan to eliminate unregulated growth. A significant component of the downtown plan calls for channeling development investment money into Boston's neighborhoods which for too long have been economically depressed and underutilized.

Major features of the Downtown guidelines include: providing wide-ranging development and design guidelines for future growth; blending housing and commercial building by establishing policies for business and housing development; expanding job training opportunities in the city, and providing more permanent jobs for Boston residents.

To ensure that Boston residents benefit from new job opportunities, developers of downtown projects will be required to reserve 50% of all permanent jobs created for residents. This requirement supplements a new Executive Order mandating 50% of all construction jobs in new developments of over 100,000 square feet be filled by Boston residents, 25% minorities and 10% by women.

In addition, the guidelines provide for:

- A revised Zoning Ordinance to achieve important goals of the Downtown Plan including height limits, building setbacks and design guidelines.
- A streamline review process.
- A 300'-350' height limit, with bonuses up to 400'-450' in Economic Revitalization Areas. (Being debated at the staff level).
- Height limits of between 40'-155' in the remaining areas of downtown.
- Targeting development in such areas as Bedford-Crescent/South Station area, North Station, Fort Point Channel.
- Revisions to the zoning regulations to create 3 categories of Planned Development Areas (PDA'S): institutional, housing, economic development, as a discretionary zoning technique which provides a framework for flexibility in the development process. (Being debated).

- An Interim Planning Overlay District to prevent undesirable development while the BRA creates a final downtown plan and creates new zoning regulations.

- Adding 2,000 new residential units in the downtown area between 1985-1995.

- Revising the linkage program from $5 to $6 per square foot for projects over 100,000 square feet. Money earmarked for creation or rehabilitation of affordable housing and job training. Shorten linkage payment period from 12 to 7 years.

- A parcel-to-parcel linkage to require that development of prime downtown sites be "linked" to development of a neighborhood parcel. Plans are already underway to partner Parcel 18 with a Bedford Street site.

- An Open Space Trust Fund, using 15% of the revenue from the sale or lease of public property.

- Microclimate and environmental standards.

- A Downtown Planning Advisory Committee, and Civic Design Commission.

STATUS:

The BRA has held numerous briefings and working sessions with representatives of all interest constituency groups who have expressed a desire to help formulate the downtown guidelines.

To date, BRA Director Stephen Coyle and numerous BRA staff have met with representatives from approximately 50 organizations and over 1,000 individuals to discuss the proposed downtown guidelines. In addition, the BRA has actively solicited comments in writing and nominees for the Downtown PAC and Civic Design Commission from the various organizations and individuals who have participated in the working sessions.

The community participation process will continue over a 2-year period.

ISSUES:

- Designation of PDA's. Neighborhood and preservation groups are concerned that the PDA process offers the developers too much flexibility in departing from certain aspects of the Zoning Code.

- Historic preservation. Whether all category 3 structures, as designated by the Boston Landmarks Commission, should be preserved, or whether preservation should be done on a case by case basis.

- Linkage. Developers are concerned about the proposed increase in the linkage payment - $5 - $6, and the reduced payment period from 12 to 7 years. (Fair Share, etc., believes the payment should be $10 per square foot, upfront.)

- Height restrictions. The Greater Boston Real Estate Board requires that proposed limits in the downtown and current land costs would make housing development infeasible, otherwise, there has been general support for height restrictions.

DUDLEY/ROXBURY SQUARE PROFILE:

Population:

- Over three-fourths or Roxbury's population is Black. One-third of Boston's Black residents live in Roxbury.
- One-third of the Dudley Area's population are children aged 14 or younger. This is double the City-wide proportion.
- Roxbury is a family neighborhood. Two-thirds of Roxbury households are families, compared to just over one-half City-wide.
- Over half of Roxbury families are headed by women. Four-fifths of these have children under age 18.

Housing:

- Fewer than one-fifth of Roxbury households own their homes. In the Dudley Square neighborhood just 4% own and 81% rent publicly-assisted units.
- Recently, Roxbury home prices have risen slightly faster than the City average, but houses are still 40% less expensive than City average.

Economic:

- One-third of Roxbury's population lived in poverty in 1979, compared to one-fifth City-wide and one-eighth nationally.
- Roxbury's unemployment rate is half again as high as the City's. Dudley's unemployment rate is double Roxbury's.

Social:

- Roxbury's infant mortality rate and its violent crime rate are each half again as high as the City average.

STATUS:

Housing:

Cass House/Roxbury Hills Common:

Developer: Cruz Construction

111 units of Rental Housing that will be converted to Sales housing after the regulatory SHARP term expires. Additional 10 units of for-sale housing shall be constructed and subsidized by the developer in order to be affordable to low-moderate income buyers. Estimated construction start is 1986. (This is new construction).

Linwood Development:

Developer: Duane Jackson

12 units of rental housing that will be made available at market rates. Financing for this project is private and is construction expected to be completed in 1986. (Rehab project).

Fountain Hill Square:

Developer Competition Presently Underway. This project is expected to reap 100+ units for low- to moderate-income buyer/renters. Financing is being by MHFA (permanent) and and write-downs and capital improvements by the BRA and the City. This is the first construction project to come under the purview of the Roxbury Planning Advisory Committee-Project Review Committee. (New construction).

Highland Park:

Developer: Contractor's Association of Boston

24 units of rehabilitated low-moderate condominium dwellings. Permanent financing has been provided by MHFA and the BRA is considering write-downs for the cost of the "shell". This project will be completed in 1986. (Rehab).

Dudley-Orchard Park Development:

Developer: Opportunities Industrial Corporation

24 units of sales housing available to low-moderate income buyers. Financing has been provided by MHFA and a UDAG is being applied for. Land write-downs being considered by the City and BRA to facilitate the affordability of the development. This project is expected to be completed in 1986. (New construction).

Conkling Development:

Developer: Tom Simmons

18 units of sales housing available to low-moderate income buyers. Financing is being provided for by MHFA and the Provident Institution for Savings. Construction is underway and is expected to be completed in 1985. This development is done with pre-fabricated systems from Pennsylvania. The second phase of this project is being considered and should consist of 54 additional units. MHFA has approved permanent financing and the BRA is considering land write-downs to facilitate the affordability of the units.

Commercial:

22-26 Warren Street:

This is a joint disposition package that is made possible through the cooperation of the Land Disposition Committee of the City. Developer's Kits are available and the negotiated sales approach will be implemented to encourage local merchant participation.

Parcel 18:

This project is presently under review by the staff of disposition early 1986. Developer's Kits should be ready in December 1985. This parcel will be the City's first demonstration of the Parcel-to-Parcel Linkage Program. The parcel to be "linked" is the Bedford Street Garage. An informational brochure is available that describes these parcels in great detail.

Employment:

Department of Employment Services:

In order to facilitate the design and implementation of appropriate training programs for residents of the community, the DES has consented to establishing a site office in the BRA Field Office. Through the site, the Authority and DES shall design appropriate mechanisms for coordinating the training of residents to satisfy the demands of the labor market in the downtown and on Parcel 18. This effort is made all the more real because of the implementation of the "Employment Opportunities Plan" that each developer must file with the Authority as a requisite to obtaining "final designation". (See BRA publication entitled, Downtown Projects-Opportunities for Boston).

BHA-Orchard Park United Tenants Association:

A grant of $18,000 was awarded to the Tenant Association for the purpose of providing employment during the Summer of 1985. Residents were employed as ground keepers.

BRA Summer Youth Program:

$60,000 was awarded to employ youths from around the City to maintain BRA and City-owned vacant lots.

Special Projects:

Eustis Burial Ground Survey:

An award of $5,000 was made to the Parks & Recreation Department to survey the condition of the grave markers (among the oldest in the United States) as well as to inventory them. A report is pending from Parks & Recreation.

Open Space Survey:

The Authority, in conjunction with the Department of Environmental Management, undertook a survey of the condition of existing parks and open spaces in Roxbury. A final report has been issued and recommendations have been suggested to assist the City in the management and maintenance of these sites.

2406 Washington Street

The Authority appropriated $90,000 to renovate office space sufficient to accommodate BRA staff and appropriate City and State development agencies involved in the design and implementation of the Dudley Project.

Technical Assistance:

Contractor's Association of Boston:

$50K has been provided to CAB for the purpose of hiring the appropriate financial packaging consultant and architect necessary to finalize the Kittredge Square Project.

Roxbury Multi-Service Center:

25K has been awarded to RMSC for the purpose of providing home ownership counseling to prospective buyers of equity housing in Roxbury.

ISSUES:

The PAC:

The Roxbury Planning Advisory Committee has been formed and the membership is being constituted. The Mayor is expected to appoint eight members to the PAC, making the membership roster twenty-one.

Outstanding issues are boundaries and budgetary requirements.

MBTA:

The Southwest Corridor Project continues to proceed according to schedule with the system scheduled to open in 1987.

One outstanding issue in this regard is the redesign of Washington Street, between Forest Hills and South Cove. The City has an unprecedented opportunity to have the State pay for the redesign and construction work for the full length of Washington Street as a result of the dismantling of the elevated structure. This is one way to add a "new strand into the Emerald Necklace.

Roxbury Heritage Park, Department of Environmental Management:

The focus of the Heritage Park program should be broadened to incorporate the preservation of architecturally significant and historic buildings. Such a program would contribute to the timely revitalization of the Dudley Commercial District and permit facade improvements on residential dwellings.

TOPIC: EAST BOSTON

DESCRIPTION: EAST BOSTON PIERS

The East Boston Piers - 56 acres (21 land, 15 piers and water) are owned by Massport. In August 1981, the BRA and Massport entered into a 7 year agreement for the planning and development of the site. A project advisory committee comprised of 18 members was established in accordance with that agreement. The East Boston Piers PAC, with the BRA, has investigated land use and establish a sound development program for the piers. Massport has reimbursed the BRA not to exceed a maximum of $700,000 over a 7 year period ($100,000 per year).

STATUS:

In early 1985, the PAC supported "in concept" a use program for the site and work was begun to transform that program into a development plan. However, before completion Massport, the Archdiocese, and the Governor's Office of Economic Development asked the PAC to consider using part of the site for a lobster terminal and another portion for a waterfront park. After months of negotiation, a compromise was reached to allocate 3½ acres to a "state of the art" lobster terminal and 6 acres to a waterfront park. The Governor's office has submitted legislation to fund these plan elements. That legislation is now before the Natural Resources Committee. The BRA is continuing to work with the PAC to establish a development plan for the remainder of the site and will be issuing an engineering, and market and financial feasibility contract to assist the BRA in that effort.

ISSUES:

- The legislation has had a rocky time and it is uncertain if it will pass.
- The PAC is concerned about the level of BRA support of the project and confused about their status in relation to the Harborpark Advisory Committee.
- Accordance by Massport and Harborpark PAC of any proposal for the remainder of the site and conformance with Chapter 91.

DESCRIPTION: OLD BOSTON EAST

Approximate 600,000 sq.ft. (to U.S. Pierhead Line) vacant waterfront site owned by the city's Real Property Department. It is located at 102-106 Border Street, East Boston, one half block south of Central Square. The site offers exceptional views of the Charlestown Navy Yard across the harbor.

STATUS:

There have been a number of expressions of interest by potential developers over the years but no proposal has gone beyond an informal review process. The East Boston Community Development Corporation is rethinking and expanding their previous ideas for the site (350 housing units and a marina).

ISSUES:

- A letter was recently sent to the City by the East Boston Land Use Council regarding an action it might be taking regarding the site. A draft response is circulating.
- Apparently part but not all of the site is a CZM designated port area and there is some concern regarding a development compliance with Chapter 91.
- A complete use program has not been established yet and could be controversial.
- Method of disposition (sale or lease) needs to be addressed.
- Method of developer designation must be carefully thought out, e.g., single solicitation vs developer kit issuance.
- Community participation process has not begun and might well need to be extensive.

DESCRIPTION: NDP II

A privately owned waterfront parcel located adjacent to the Heritage Elderly Apartment Complex in the Maverick Square section of East Boston. Mr. James Mitchell of Babson Realty Trust has an option to purchase and has indicated a desire to construct some 350 units of housing on the approximate 480,000 square foot site.

STATUS:

Mr. Mitchell has met with various neighborhood groups over the past year to present and refined his proposal. Neighborhood support has at time been weak. There have also been meetings held with BRA staff to review his proposals and the preliminary design has been modified to reflect many of the comments given. Design review is the next step. The project site has been expanded to include an adjacent site known as Hodge Boiler parcel.

ISSUES:

Issues that have previously been discussed with them but not yet resolved are:

- Extent of open space and public access and who pays for it.
- Potential "linkage payments" or benefits to Eastie should the project go forward (even though this is a residential development).
- The affordability of units whether condo and rental and the way this development meets the city's housing goals.
- Compliance of proposal with Chapter 91 and review by Harborpark Advisory Committee.
- Community participation process and the acquiring of neighborhood support for the project.
- Vehicle access to the site needs to be addressed.

TOPIC: FAN PIER

DESCRIPTION:

Site area totals 34.9 acres of which 10 acres are under water.

Fan Pier - 16 acres land, 2.5 acres water. 18.5 total.
Pier Four - 8.9 acres land, 7.5 water. 16.4 total.

Development Program	Fan Pier	Pier Four	Total
Housing	550 units	550 units	1,100 units
Hotel	1,000 rooms	250 rooms	1,250 rooms
Office	1,480 sq.ft.	7,000 s.f.	2,180,000 s.f.
Retail	80,000 sq.f.	150,000 s.f.	230,000 s.f.
Parking	2,200 spaces	2,200 spaces	4,400 spaces
Public Spaces	4 acres	2.5 acres	7.5 acres

STATUS:

December, 1985 - Submit Draft Environmental Impact Report
Spring, 1986 - Approval of Final EIR and Chapter 91
Summer 1986 - Obtain PDA Zoning Approvals - Fan Pier
Fall 1986 - Begin construction Fan Pier Phase I.
1988 - Begin construction Pier IV, Phase I.

ISSUES:

- o Traffic and Parking Impacts and adequacy of mitigating measures.
- o Local approval of an employment plan for South Boston residents.
- o Building heights in development plan.
- o Relationship of development to Master Plan for waterfront industrial area
- o Impact of development on South Boston.
- o Phasing of development.

TOPIC: FORT POINT CHANNEL

DESCRIPTION:

The Fort Point Channel is the remains of a large body of water (South Bay) which once separated the bustling downtown from the bucolic farm land later known as South Boston. Repeated filling over the last two centuries has reduced the 1,200-foot wide body of water to only a few hundred feet in width, but produced 300+ acres of new land extending north and west from the original South Boston. The land mass has also taken on the name of the channel from which it was created.

Early uses in this area were primarily port-related warehouses, rail yards, and piers. This area was the center of Boston's wool trade as well as fresh fish, tallow and general cargo. The South Boston Naval Annex brought in military activities including ship repair and supply.

The decline of Boston's port, manufacturing base, and rail yards led to an economic decline in this area which is just beginning to be reversed. Large rail yards, former factory and warehouse sites serving as inexpensive parking are the chief characteristics of this area.

Today, the Fort Point Channel is the site of more ongoing and proposed development activity than any site north of New York. The growth of Boston's downtown and proposed new transportation links have created economic pressures that could barely be imagined seven years ago when the BRA did its first plan for this area.

Uses today include a variety of activities reflecting the areas position between the past and the future. Warehouses and building supply houses share buildings with architects, office designers and artists. The first condominiums are occupied and more are in the planning stage. In the Fort Point Channel area are the Fan Pier, Pier IV and World Trade Center which will add billions of dollars of development, millions of square feet of new office, housing and commercial space, and thousands of residents and workers with resulting traffic and mass transit demands.

STATUS:

Numerous projects and proposals in Fort Point Channel include:

- o Fan Pier and Pier IV.
- o World Trade Center/Boscom - a 3,000,000 square foot project in three phases.
  - Phase I - a convention facility and Computer Trade Center built within the existing Commonwealth Pier (unless lease from Massport) and scheduled to open in January, 1986.

- Phase II - two 29-story office towers and a connecting atrium scheduled to start construction in 1986.

- Phase III - more office and parking spaces, but as yet is loosely defined and unscheduled.

o Fish Pier - The home of Boston's fishing fleet has been modernized and refurbished to improve its efficiency and competiveness. Consolidation has permitted the creation of non-related office space on upper floors.

o Old Northern Avenue Bridge - This historic swing bridge dating back to the turn of the century has long outlived its useful life span and is to be replaced by a new bridge. Its location in the middle of the Fort Point Channel makes it ideal for a public amenity if it can be secured in the open position. Optional uses include marina base, restaurant, science or educational center.

o New Northern Avenue Bridge and Road System - The replacement of the old bridge with a new one about 200 yards south will improve traffic circulation and remove fear of delays created by the opening of the old bridge. Extending the roadway from the new bridge to the end of the curve near Commonwealth Pier will create more attractive development sites in this area which consists mostly of old rail yards.

o Former Conrail Property - Also known as the Cabot Cabot, and Forbes Property, this attractive development site between the New and Old Northern Avenues is currently the center of a law suit over ownership. Details are sketchy but large-scale office uses are the most likely proposal once legal issues are cleared.

o Boston Wharf Properties - Most of the older buildings belonged to the Boston Wharf Company which was bought out over a decade ago by a consortium of the Rose Company of New York and Town and City Properties of England. They have been slowly upgrading their properties and tenants. There is one large vacant area (11 acres) but that is now in the right of way of the proposed Third Harbor crossing.

o Third Harbor Tunnel - This is a massive ($8 billion) state proposal for a connection between the Turnpike/S.E. Expressway interchange and Logan Airport. If built, it will greatly increase the accessibility to the Fort Point Channel area while reducing the impact of traffic growth on the residential area of South Boston. On the negative side, it will disrupt traffic flow for several years and remove a substantial amount of land from potential development.

- Seaport Access Road - Originally a system of road improvements requested by the South Boston community to remove truck traffic from local streets while promoting job growth in the Fort Point Channel area, the Seaport Access Road is now being designed in conjunction with the Third Harbor Tunnel to improve access to the various areas of Fort Point Channel while utilizing the proposed new connection to Route 3 and Route 90.

- Pappas Building - The Pappas Company, a large importer located on Summer Street, has proposed constructing a new administration building at the corner of Summer Street Bridge over the Reserve Channel.

- Bridge reconstruction - Several of the road bridges across the Fort Point Channel and the rail yards are deteriorated and carry restricted weight limits. These bridge are scheduled to be upgraded by the end of the decade.

- Gillette - The Fort Point Channel has long been the home of Gillette's Safety Razor division as well as some of their research and development facilities. A new building currently under construction confirms Gillette's intention to stay in this area.

TOPIC: HOUSING LINKAGE

DESCRIPTION:

In the spring of 1983, the City Council unanimously passed an ordinance to adopt a housing linkage program modelled closely after San Francisco's 1981 program. The Mayor vetoed the ordinance and established a 30 member committee to evaluate and recommend an appropriate linkage program for Boston. In October 1983 the committee (comprised of representative of housing, real estate, and financial interests as well as city officials) recommended a program. The major part of this program was adopted in December 1983 as an amendment to the Zoning Code.

The Boston program is based on zoning authority (other cities are based on impact assessments). Under Section 26 of the Zoning Code, all non-residential and non-industrial projects which are over 100,000 square feet and are seeking zoning relief (a PDA, Variance, or Conditional Use Permit) must obtain a Development Impact Project Plan approval. To obtain this approval, these projects must have their plans reviewed and approved by the BRA and must satisfy the housing exaction requirements.

The housing exaction requirements require a payment of a free of $5.00 per square foot (for every square foot after the first 100,000) or the creation of housing units. The fee payment can be made over a 12 year period commencing two years after the building permit or the certificate of occupancy, whichever comes sooner. The creation of housing can be provided under regulations which are currently proposed by the Boston Redevelopment Authority (these have had a public hearing on October 1, 1985 and will be considered for adoption by the BRA Board). The emphasis of these regulations will be for housing units to be built in conjunction with community development groups and minority business enterprises. The amount of housing units to be built would be based on the net present value of the required housing linkage contribution.

At the present time (October 1985) commitments have been made by thirteen projects totalling $34 million. The proceeds from the linkage payments will be paid into a Housing Trust Fund. The proposal for this Trust is pending before the City Council. The first scheduled payment will come to the City in 1986. In the case that the trust Fund is not adopted by the City Council, these funds will go into a BRA escrow account.

ISSUES:

- There is concern that the amount of the fee is not sufficient and the timing is too slow to provide needed housing units. The Mayor's current proposal if for the change in the requirement to a $6 per square foot charge payable over 7 years with $1 going to job training.

- The legality of the zoning-based linkage program has been challenged by Jerome Rappaport. This case is still pending. Broader legal issues regarding the appropriateness of zoning as a vehicle for a linkage program and the connection between downton development and housing need (the "nexus" argument) have also been discussed.

- Some parties in design/presentation groups have questions as to whether the design (massing) trade-offs are being made with downtown projects in order to get more linkage funds. (This concern will be ameliorated somewhat by the establishment of downtown guidelines.)

TOPIC: INSTITUTIONS

DESCRIPTION:

Thirty-five medical and 39 educational institutions in the city occupy about 50% of the private tax exempt property in the City.

- Non-profit institutions, next to finance, insurance and real estate, are the largest employers in the city with over 100,000 employees.

- Institutions in the Mission Hill/Fenway/Kenmore Square area between 1976-1985 spent $600M on renovation/construction of 2.3 million square feet of new space. This construction represented 70% of the new investment in this area during that time period.

STATUS:

A number of new development projects planned by the non-profit institutions include research facilities, parking garages, replacement bed facilities, housing, recreation facilities, libraries and classroom space.

ISSUES:

- Work with institutions to mitigate negative impacts of development which affect adjacent residential neighborhoods, i.e., Tufts-Chinatown, Harvard teaching hospital-Mission Hill, New England Baptist-Mission Hill, Red Sox-Fenway, St. Elizabeth-Brighton, Boston University-Allston, N.U.-Fenway/Roxbury, MGH-Beacon Hill, Charles River Park.

- Control traffic and parking impacts on adjacent residential areas including Longwood Medical area and Fenway.

- Facilitate BRA/University neighborhood planning efforts, i.e., Boston University Task Force, Mission Hill/Fenway/PAC, Allston-Brighton IPOD.

- Work with NABB and Emerson College in disposition of their property.

- Work with institutions on adoption of a city policy for PILOT agreements.

- Prepare an institution-sponsored housing program to facilitate new construction of dormitory and staff housing.

TOPIC: LEGAL SUITS

Case Name:

Charles River Park etal v. Boston Redevelopment Authority ("Hawthorne Place"); Boston Redevelopment Authority et al v. Charles River Park "B" Company, etal ("Whittier Place").

Project:

Hawthorne Place; Whittier Place

Lead Person for Project:

Dilworth, Haar

Counsel:

Saul Shapiro

Potential Liability:

None

Legal Issues:

Whether a conversion from rental housing to condominiums is the type of change contemplated by MGL Chapter 121A as requiring BRA approval.

Current Status:

Hawthorne case - in Appeals Court. BRA ("plaintiffs") have filed a brief on appeal. Defendants (CRP) sought and received a hearing to clarify record on ground that Plaintiffs had stipulated that a trial was unnecessary and that therefore one of plaintiff's procedural arguments should be struck. Currently awaiting transcript; then defendants will move to strike the argument from the brief and file their own brief.

Whittier case - Case filed in Boston Housing Court, removed to Federal Court.

Case Name:

Bonan, etal v. The General Hospital Corporation etal, Filed _____ Superior Court, C.A. No. 76438.

Project:

Massachusetts General Hospital

Potential Liability:

Facts and Claims:

Charles River Park, Inc., claims that it has been aggrieved by the 1984 amendment of a PDA approved in 1982. It alleges that the Master Leasehold Agreement, entered into by BRA and CRP in 1960, by implication limited the ability of the BRA to develop city property in a manner that would impair the economic value of CRP's investment. The Massachusetts General Hospital PDA would, it alleges, impair the value. Charles River Park also alleges that the PDA amendment constitutes spot zoning, that the Zoning Commission exceeded its authority in enacting the provision.

Legal Issues:

There are several legal issues:

1. Whether the Superior Court has jurisdiction over the case;

2. Whether the suit is premature because the Board of Appeals has not yet acted on MGH's application;

3. Whether the Master Leasehold agreement contains a covenant restricting BRA's ability to develop property;

4. Whether plaintiffs have stated a claim for which relief can be given in their challenges to both the linkage amendment and the PDA amendment; and

5. Whether the plaintiffs have standing to challenge the linkage amendment.

Current Status:

A brief and a motion to dismiss have been filed. These matters are scheduled to be heard October 30, 1985.

Case Name:

Robert Manning etal v. Robert Farrell etal, filed September 11, 1985, Land Court, C.A. No. 117622.

Project:

New England Life

Counsel:

Rudolph Pierce, Lebouef, Lamb; Hale and Door for New England Life

Potential Liability:

Facts and Claims:

Plaintiff's are owners of land in Back Bay and Beacon Hill. They bring an appeal from the allowance of PDA for New England Life at 500 Boylston Street. Plaintiff allege that the PDA will be injurious to the city as it will aggravate existing traffic problems and that since there is no general plan for the city, it constitutes spot zoning.

Legal Issues:

1. Whether plaintiffs have standing

2. The sufficiency of the PDA standards; and

3. Failure to state a claim for which relief can be granted.

Current Status:

Gleason, attorney for plaintiffs, has agreed to substitute the authority for named individual board members. Motion to dismiss/consolidate is underway.

We have received a one week continuance (October 18th) to answer the responsive pleading.

Case Name:

Boston Redevelopment Authority v. Back Bay Restorations Company, etal, Land Court C.A. No. 116314.

Project:

Back Bay Restorations 121A Project.

Lead Person for Project:

In-house: Kevin Morrison, Assistant General Counsel

Counsel:

Outside counsel: John Hanrahan, Litigation, Alex Kovel, Settlement Negotiations.

Potential Liability:

No counter-claims filed against the BRA by any defendant as of this date.

Facts and Claims:

Breach of so-called "121A Agreement" originally approved by 1976. In violation of the agreement, BBRC converted rental apartment buildings which constitute the 121A project to condominiums and sold units therein without BRA approval.

Legal Issues:

General terms of settlement agreement were negotiated by Alex Kovel and assented to by the BRA Board. Presently in process of finalizing either an Agreement for Judgement or a proposed Order for Judgement acceptable to all parties which would respectively be filed with or adopted by the Land Court.

Current Status:

Settlement negotiations are continuing.

Comments:

A dispute has arisen between the City and BBRC as to the amount of 121A tax payments due. The City contends $325K and the BBRC $125K.

Plaintiff:

Charles River Park, Inc. (CPR)

Defendant:

Boston Redevelopment Authority

BRA's Posture:

CRP's rights to parcel were terminated on August 6, 1970 by vote of the BRA Board. CRP never received approval of any development plans for parcel.

Status of Action:

Discovery Stage

Completed Discovery:

- Counsel to BRA has:
  a. completed review of BRA records
  b. filed response to Interrogatories and Request for Production
  c. begun to produce requested documents
  d. filed upon CRP a Request for Production of Documents

Present Discovery:

- Counsel to CRP is inspecting records of BRA.

Upcoming Discovery:

- Counsel to CRP to respond to request for production during week of November 3rd.
- Disposition of Coyle and Rappaport to be scheduled in November.

TOPIC: MISSION HILL/FENWAY/KENMORE

DESCRIPTION:

Population:

- 41,905 of which a large percentage are students attending area universities.
- There are some 70,000 students in the area attending B.U., Harvard Medical, MAss. College of Art, Wheelock, Simmons, Emmanual, Wentworth, Mass. College of Pharmacy.

Income:

- Only 27 percent of all households earned over $15,000.
- 29 percent of area's families and 35 percent of all persons below poverty level.

Housing:

- Multi-unit rental housing dominates the area, with only 4 percent of area's units owner-occupied.
- Condominium conversions are rapidly increasing.

Employment:

- The largest employers in the area were the hospitals and universities, accounting for 32,000 jobs in 1983.
- Eight health institutions are in the medical area: Beth Israel, Children's, Brigham & Women's, New England Deaconess, New England Baptist, Dana Farber, Joslin, Harvard Community Health.

STATUS:

Currently establishing the Mission Hill/Fenway/Kenmore Planning Advisory Committee process which is near completion and it is expected that the PAC will be in place by the end of the year.

ISSUES:

- Initiating an area-wide traffic and parking study to deal with congestion and public transit issues.
- Concern of area residents for any institutional (especially hospital and university) expansion project which impacts residential neighborhoods.

- o Loss of affordable housing opportunities in the area along with the accompanying fear of displacement by area residents (especially condo-displacement by residents in the Fenway area).

- o Disposition of Lahey property in Mission Hill for housing development.

- o Completion by Northeastern of an Interim and final Master Plan.

TOPIC: OPEN SPACE

DESCRIPTION:

Open space performs critical functions in our daily lives. It provides places for our children to run and play, and for communities to meet in common areas. Just as it is important to the spirit of the urban dweller, open space also serves the critical functions of providing a healthy environment and reducing pollution.

STATUS:

Recognizing the importance of open space in the development planning of the city, key efforts have been undertaken to formulate policies which would maintain, preserve and enhance open space within Boston. These efforts include the following:

- o Creation of an open space policy that includes:
  - An open space trust fund
  - Tree planting program and maintenance guide
  - Vacant parcel development program
- o Open Space Plan: After careful review of open space planning efforts in other cities an outline has been proposed for a city-wide open space plan. Compiling information from the 1980-1985 city-wide plan with more recent concerns, the outline synthesizes the assessment, evaluation and planning components.
- o Natural systems maps are being compiled. A topography map of the city has been completed. Urban Wilds have been re-mapped.
- o A set of maps detailing open space in the city are nearing completion. These maps include parks, playgrounds, vacant land, plazas (or urban open space).

The Dudley-Roxbury planning area has been targeted as an example of how open space planning should be done for this area and include:

- o Topography
- o Slopes
- o Circulation
- o Significant vegetation
- o Existing open space (parks, Urban Wilds, community gardens, historic sites, vacant land)

ISSUES:

- o Maintenance

  Perhaps the single most important issue in open space planning. Maintenance determines where money is spent and how new projects

are developed. Many professionals involved feel that no new plazas, parks or gardens should be designed until the older, decaying ones are properly restored and maintained.

- o Community Gardens

  As more neighborhood groups become involved in developing vacan lots, policies and programs will evolve concerning the city's role i such efforts.

- o Development vs. Open Space

  As the downtown becomes more dense key components of open spac are becoming threatened. We need to formulate strong guidelines for maintaining character, streetscapes and skyscrapes in the downtown and neighborhoods.

TOPIC: PARCEL TO PARCEL LINKAGE

DESCRIPTION:

In order to stimulate significant real estate development on selected Boston neighborhood sites in areas which will benefit from a substantial project, a developer must also commit to undertaking a major neighborhood real estate project as a condition of being awarded the designation for a prime city-owned development site in the downtown area.

The developer will be required to adhere to the design standards promul for the downtown site to assure conformity with the Downtown Growth Policies. In lieu of seeking a substantial purchase price from the developer for the publically owned parcel acquired, however, the city may permit the developer to defer all or part of the purchase price of the downtown site in order to improve the projected financial performanc of the neighborhood development.

STATUS:

The first such parcel-to-parcel linkage effort is the linking of the City-owned Kingston St./Bedford St. garage and surface parking lot at 140 Essex Street to the Southwest Corrider's Parcel 18.

The salient characteristics of the two parcels are as follows:

	Parcel 18	Kingston/Bedford 140 Essex
Ownership:	BRA, MBTA, Comm. of Mass	City of Boston
Site Area:	245,000 S.F. (5.6 acres)	27,400 SF. and 20,757 S.F.

The Parcel 18 development may include the construction of affordable back office space suitable for clerical, data processing and technical functions of major financial institutions (e.g. banks, investment firms) and other major downtown office tenants, retail space and rental and/or equity housing. Five development firms have contacted the BRA and have indicated their interest. In addition to permitting some delay in paying a portion of the downtown site cost and all of the Parcel 18 land cost, we anticipate the necessity of committing the City and/or the State to leasing substantial amounts of office space at market rates for the neighborhood development to succeed.

The BRA anticipates requiring that minorities hold a minimum 25% partne ship position in the Parcel 18 development and that 30% of the project's net revenues be payable to community development corporations for neighborhood housing and economic initiatives.

The combined developer's kit will be issued in December this year with responses from Development teams due in April, 1986. Allowing for appropriate Parcel 18+ task force and other community reviews, a designation could be made in the Summer of 1986. Construction could begin as early as the Spring of 1987.

Another parcel to parcel linkage kit now being assembled is for the joint development of the Park Plaza site in the Back Bay as a major new housing development which will be coupled with the rehabilitation on the HUD infill buildings as affordable rental units in the Dudley area.

ISSUES:

- Amount and type of community participation (both with regard to financial participation and design review).
- Structuring of subsidy required for neighborhood site development.
- Re: Kingston/Bedford, impact of development on Chinatown, Chinatow participation in benefit's generated by development.
- Role of minority development interests in development joint venture.
- Phasing of combined development.

TOPIC: PARCEL 18

DESCRIPTION:

Parcel 18 is located at the intersection of Melnea Cass Boulevard and Tremont Street, and is bounded on the south by Ruggles Street. The parcel was created by the planning for the Southwest Corridor Transit System, which produced a 5.6 acre (245,000 s.f.) parcel directly adjacent to the new Ruggles Street Station.

Its attractiveness for development is due to its unique transportation and locational characteristics, its size, its undeveloped condition, considerable public and private investment going on or proposed near it, and the strong public commitment of the Mayor and Governor to the site's development in a timely fashion.

Ruggles Street Station will serve the relocated Orange Line as well as commuter rail service from Route 128 to South Station. Melnea Cass and the Southeast Expressway put the site within a few minutes of the Financial District by car.

Public and private investment which will benefit Parcel 18 includes:

- o The development of a major new park system (85A) running the entire length of the Corridor, a major road of which is just across Ruggles Street, and part of which runs through the site. Construction will start in 1986.
- o The complete redevelopment by the BHA of a major section of Mission Hill Extension to start in 1986.
- o The new campus of Roxbury Community College under construction now.
- o The construction of several major facilities on Northeastern University property; a 1,000 car garage on Parcel 17X by September 1986; other new development on the balance of 17X; a new library immediately adjacent to the other side of Ruggles Street Station; a combined school boy track/NU recreation facility are proposed activities.
- o Total renovation of Center Playground going on now.
- o Development of 117 units of SHARP assisted housing (80-20%) on BRA Parcel 16, construction to start in 1986.
- o Other area development opportunities:
  - 150± units of housing on Parcel 22 for which the MBTA is preparing a developer's kit now.
  - Possible major retail development in the Columbus/Tremont Street corridor on BRA Parcels 16, 15, 14 and 14A.

- Industrial/commercial development of Parcel 25 in which a number of investors have expressed interest.

STATUS:

The City, Commonwealth and the Parcel 18 Task Force have determined that a mixed-use development is appropriate for this parcel. The intention is that the parcel be intensively developed and that it act as the central orienting element for a larger area.

Uses under construction include office, housing, retail, parking and function rooms. It is likely that the parcel will need to be developed in at least two phases.

On July 31, 1985 the Mayor and Governor signed an agreement which established the BRA as the development agent for the parcel and the linkage of Parcel 18 with a downtown parcel. It also commits the City and the Commonwealth to release a developer's kit in 1985 and to start development before the end of 1987, to provide public sector tenancy to achieve project feasibility, to assure the highest level of benefits to residents, CDCs and MBEs, and to provide public financing and improvements and other assistance necessary for the project to move quickly.

In addition, with others, they signed the Parcel 18+. Memorandum of Agreement which recognized the role of the Task Force as the legitimate public participation body establishes the roles of the public, institutional and community members.

BRA staff is currently working on the preparation of a developer's kit. In particular it is trying to establish what level of development will be both appropriate and feasible with the assistance of its economic consultants Minot, DeBois and Madison, Inc. The design staff is preparing alternative development scenarios and design guidelines. The minority business enterprise and CDC participation requirements to be included in the kit are also being worked on. The first stage, a request for qualifications, should be ready for advertisement by December 1, in the second stage, a request for full proposals, following in several months.

ISSUES:

- o Agreement of the Parcel 18+ Task Force and/or other individuals or groups to all or part of the developer's kit.
- o Resolution of development scale and program.
- o Approval process between BRA and MBTA.
- o Level of participation in the project by CDCs and minority developers.

TOPIC: PORT NORFOLK

DESCRIPTION:

POrt Norfolk is an isolated neighborhood of fewer than 500 people located on a peninsula at the mouth of the Neponset River in Dorchester. Port Norfolk's 181 dwellings are primarily two and three family, wood frame dwellings which contribute $48.5 thousand annually in property taxes.

Commercial and industrial uses occupy more than half of the "Port's" land area and nearly all of its shoreline. These uses have historically denied residents visual and physical access to the waterfront. Various industrial uses, such as Shaffer Paper, have adversely affected the residential area with heavy truck traffic. Port Norfolk's non-residential sector contributed approximately $150,000 in real estate taxes.

STATUS:

The past year has witnessed considerable change. Large shoreline industrial tracts have been sold to developers for market-rate condominium projects. Projects were proposed at Harborlights (6 acres), at the New England Road Machinery site (12.5 acres), and at the Shaffer Paper property (19 acres).

Responding to both community and Harborpark concerns over inappropriate development in scale and impact, the Zoning Commission voted unanimously to adopt the city's first Interim Overlay Planning District (IPOD), a measure that will require a ninety day review process of development proposals by the BRA, community and Harborpark Advisory Committee. The Overlay, enacted on September 3, 1985, will be in place for a fifteen month period during which new zoning for the area will be formulated by the BRA with citizen input and review.

Since creation of the IPOD the MDC has announced a November land taking of the Shaffer Paper site for public park usage, thereby voiding plans for a proposed 400-unit project. Review of the other projects by the BRA, community and Harborpark Advisory Committee is progressing. Developers are responding to Harborpark guidelines and community review. The Harborlights Village proposal has been reduced from 100 to 63-units. The 75-unit Port Norfolk Condominium project has agreed to public shoreline access and a twenty-five foot landscaped buffer. Additional modifications can be anticipated as part of the continuing review process.

ISSUES:

The community has voiced concerns about adverse traffic and sewerage impacts generated by the projects. The report of a traffic consultant indicates that the impact of additional traffic will fall within acceptable levels. Analysis of sewage generation also fall within the capacity levels of the system. Both developers have agreed to contribute in excess of $100,000 to the costs of a new outflow line for storm run-off, thereby separating the combined flow and eliminating back-up problems in the future.

Outstanding issues remain on each project including visual access to the shoreline impairment by the Port Norfolk Condominium project and encroachment into tidal area presented by Harborlights Villages.

Work is currently underway in formulating a work program to study land use and zoning issues in Port Norfolk, leading to recommendations for new zoning for the area. Further, a community advisory committee will soon be established to participate in the rezoning effort.

TOPIC: PROJECTS APPROVED

DESCRIPTION:

The following seventeen projects have been approved.

99 Summer Street
One Franklin Place
101 Federal Street
150 Federal Street
International Place
Rowes-Foster Wharf
500 Boylston Street
Arlington/Hadassah
99 State Street
Ingalls Building
Schraffts
Charlestown Navy Yard - Building 149
Charlestown Navy Yard - Building 36
Government Center Garage
Hynes Auditorium
Children's Hospital Medical Center
Tontine Crescent Condominium

Their combined square footages are as follows:

9,688,971 GSF
7,477,595 Office
479,453 Retail
487,899 Residential
142,000 Hotel
590,000 Auditorium

- The projects will contribute $31,185,530 dollars in linkage payments.
- The projects will provide $48,362,573 dollars in estimated annual taxes.
- Over 35,000 permanent jobs and almost 23,000 construction jobs will be created.

Attached are square footage breakdowns for each project.

PROJECTS APPROVED

ROWES-FOSTERS WHARF

GSF	665,000	
Office	325,000	
Retail	13,000	
Residential	185,000	(150 Condominiums)
Hotel	142,000	
Linkage	$1,900,000	
Estimate Annual Taxes	$4,680,000	
Permanent Jobs	1,627	
Construction Jobs	2,160	

99 SUMMER STREET

GSF	260,000	
Office	240,000	
Retail/Rest.	20,000	
Linkage	$ 80,000	
Estimated Annual Taxes	$1,108,000	
Permanent Jobs	1,050	
Construction Jobs	474	

GOVERNMENT CENTER

GSF	306,000	
Office	256,000	
Retail	50,000	
Estimated Annual Taxes	$1,450,000	
Permanent Jobs	1,192	
Construction Jobs	600	

HYNES AUDITORIUM

GSF	590,000	
Linkage	State Authority (No Linkage Payment)	
Estimate Annual Taxes	$ 0	
Permanent Jobs	1,475	
Construction Jobs	1,212	

INTERNATIONAL PLACE

GSF	1,657,000
Office	1,471,010
Retail	70,000
Linkage	$7,785,000
Estimated Annual Taxes	$9,454,000
Permanent Jobs	1,627
Construction Jobs	2,160

101 FEDERAL STREET

GSF	565,000
Office	550,000
Retail	15,000
Linkage	$2,325,000
Estimated Annual Taxes	$2,727,000
Permanent Jobs	2,329
Construction Jobs	1,212

ONE FRANKLIN PLACE

GSF	400,000
Office	358,000
Linkage	$1,500,000
Estimated Annual Taxes	$2,160,000
Permanent Jobs	1,591
Construction Jobs	960

INGALLS BUILDING

GSF	165,470
Office	135,885
Retail	40,000
Linkage	$1,500,000
Estimated Annual Taxes	$ 439,088
Permanent Jobs	581
Construction Jobs	188

SCHRAFFTS

GSF	600,000
Office	600,000
Estimated Annual Taxes	$2,700,000
Permanent Jobs	2,916
Construction Jobs	1,596

ARLINGTON-HADASSAH (Bailey/Reavis)

GSF	485,501
Office	129,700
Residential	220,899 (90 Condominiums)
Retail/Rest.	50,403
Linkage	$ 355,000
Estimated Annual Taxes	$1,307,485
Permanent Jobs	667
Construction Jobs	1,080

99 STATE STREET

GSF	700,000
Office	685,000
Retail	15,000
Parking	500-700 spaces
Linkage	$3,000,000
Estimated Annual Taxes	$6,720,000
Permanent Jobs	2,891
Construction Jobs	2,880

CHARLESTOWN NAVY YARD - BUILDING 149

GSF	650,000
Office	600,000
Retail	50,000
Linkage	$2,750,000
Estimated Annual Taxes	$2,925,000
Permanent Jobs	2,625
Construction Jobs	1,482

CHILDRENS' HOSPITAL MEDICAL CENTER

GSF	286,000
Linkage	930,000
Permanent Jobs	715
Construction Jobs	377

TONTINE CRESCENT CONDOMINIUM

GSF	86,000	
Office	4,000	
Residential	82,000	(52 Condominiums)
Parking	60	Spaces
Estimated Annual Taxes	$ 193,500	
Permanent Jobs	17	
Construction Jobs	141	

CHARLESTOWN NAVY YARD - BUILDING 36

GSF	60,000
Office	48,000
Restaurant	12,000
Estimated Annual Taxes	$ 270,000
Permanent Jobs	250
Construction Jobs	72

150 FEDERAL STREET

	NEW	USM
GSF	537,000	376,000
Office	527,000	348,000
Retail	10,000	28,000
Linkage	$ 2,185,000	$1,380,000
Estimated Annual Taxes	$ 2,416,500	$1,692,000
Permanent Jobs	3,741	
Construction Jobs	1,080	

500 BOYLSTON STREET

GSF	1,300,000
Office	1,200,000
Retail	100,000
Linkage	$ 6,000,000
Estimated Annual Taxes	$ 8,120,000
Permanent Jobs	5,250
Construction Jobs	3,360

PROPOSED PROJECTS*

The following 41 projects are proposed.

Prudential Center
One Faneuil Hall Square
Parcel 7
Parcel 32
101 Merrimac Street
Parcel P-7
Tent City
Columbia Point
Fan Pier
Lewis Wharf
Mass. General Hospital
Brigham and Women's
Lincoln Wharf
Jaymont - India Street
Jaymont - Broad Street
745 Atlantic Avenue
Travelers Development
110-120 Tremont Street
Jaymont-Lincoln Block
Charlestown Navy Yard - Pier 7, Parcel 3B
Charlestown Navy Yard - Building 39
Charlestown Navy Yard - Building 114
Charlestown Navy Yard - Building 106
Charlestown Navy Yard - Building 33
Charlestown Navy Yard - Building 197
Sargent's Wharf
Mass Ave/Mass Pike Air Rights
Bosworth Place
Summer and Devonshire
Hayward Place Parcel
East Boston Piers
Paramount Center
Fidelity Block
Cabot, Cabot and Forbes - Fort Point Channel
North Station
Creek Square
Charlestown Navy Yard - Parcel 4A
Charlestown Navy Yard - Pier 5, Parcel 1B
Charlestown Navy Yard - Pier 11
Edison Sub-station at Chauncey Street
Edison Sub-station at Chatham Street

The combined gross square footage for 32 of the 41 proposed projects is over 17 million square feet.

Attached are square footage breakdowns for each project.

The following two public parcels will be advertised.

Kingston-Bedford
Park Square

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* The proposed projects are not to be construed as "real" at this point. They range from preliminary proposals to projects under review. Many will not be approved, or if approve, will be dramatically modified.

PROJECTS PROPOSED

PRUDENTIAL CENTER

GSF (net new)	1,564,856	
Office	300,000	
Hotel	235,800	(250 rooms)
Residential	629,056	(600+ Condominiums)
Retail	400,000	

ONE FANEUIL HALL SQUARE

GSF	51,295
Office	34,599
Retail	16,696

PARCEL 7

GSF	365,000
Office	100,000
Retail	25,000
Hotel	240,000

PARCEL 32

GSF	200,000
Residential	200,000

101 MERRIMAC STREET

GSF	165,835
Office	147,641
Retail	7,800

PARCEL P-7 (Wilbur Theater)

GSF	40,800
Office	33,700
Retail	7,100

TENT CITY

GSF	292,850	
Retail	6,500	
Residential	286,350	(270 rental units)
Parking	698	spaces

COLUMBIA POINT

GSF	1,396,654
Retail	8,000
Residential	1,388,654 (1400 rental units)

FAN PIER

GSF	2,670,000
Office	1,500,000
Retail	150,000
Residential	420,000 (600 Condominiums)
Hotel	600,000 (1000 rooms)

LEWIS WHARF

GSF	34,000
Office	34,000

MASS. GENERAL HOSPITAL

GSF	834,828

BRIGHAM AND WOMENS HOSPITAL

GSF	104,451

LINCOLN WHARF

GSF	62,000
Residential	62,000 (62 Condominiums)

JAYMONT-INDIA STREET

GSF	92,000
Office	82,000
Retail	10,000

JAYMONT - Broad St.

GSF	135,000
Office	125,000
Retail	10,000

745 ATLANTIC AVE. (Trammel Crow)

GSF	150,000
Office	135,000
Retail	15,000

110-120 TREMONT STREET

GSF (net new)	351,450
Office	351,450
Parking	150 spaces

TRAVELERS DEVELOPMENT

GSF	1,700,000
Office	1,650,000

JAYMONT - LINCOLN BLOCK

GSF (net new)	1,008,000
Office	865,000 (estimate)
Retail	35,000 (estimate)
Parking	180 spaces

CHARLESTOWN NAVY YARD - PIER 7, PARCEL 3B

GSF	125,000
Residential	125,000 (66 Condominiums)

CHARLESTOWN NAVY YARD - BUILDING 39

GSF	160,000
Office:	110,000
Retail:	50,000

CHARLESTOWN NAVY YARD - BUILDING 114

GSF:	80,000
Office:	70,000
Retail:	10,000

CHARLESTOWN NAVY YARD - BUILDING 106

GSF	98,000
Residential:	98,000 (87 rental units)

CHARLESTOWN NAVY YARD - BUILDING 33

GSF	59,000
Office	39,000
Retail	20,000

CHARLESTOWN NAVY YARD - BUILDING 197

GSF	154,000
Residential	154,000 (154 Condominiums)

NORTH STATION/BOSTON GARDEN

GSF	1,020,000

SARGENTS WHARF

Parking	450 spaces

MASS AVE./MASS PIKE AIR RIGHTS

GSF	350,000
No breakdown	

BOSWORTH PLACE

GSF (net new)	917,238
Office	390,894
Retail/Rest.	20,850
Residential	97,023 (35-40 apartments)
Hotel	500 rooms
Parking	426 spaces

SUMMER AND DEVONSHIRE STREETS PROPOSAL

GSF	19,000
Office	16,500
Retail	2,500
Parking	10 spaces

EAST BOSTON PIERS

PARAMOUNT CENTER

GSF	1,760,000	
Office	1,394,000	
Retail/Rest.	133,000	
Residential	233,000	(120 units)
Parking	600	spaces

CABOT, CABOT, AND FORBES-FORT POINT CHANNEL

HAYWARD PLACE PARCEL

GSF	960,000	
Office	600,000	
Retail	150,000	
Residential	210,000	
Parking	275	spaces

CREEK SQUARE

FIDELITY BLOCK

GSF	450,000

CHARLESTOWN NAVY YARD - PARCEL 4A

GSF	
Residential	450 Condos

CHARLESTOWN NAVY YARD - PIER 5, PARCEL 1B

GSF	
Residential	66 Condos

CHARLESTOWN NAVY YARD - PIER 11

350 Room Hotel

EDISON SUBSTATION AT CHAUNCEY STREET

EDISON SUBSTATION AT CHATHAM STREET

TOPIC: SOUTH COVE/CHINATOWN

DESCRIPTION:

One of Boston's most dense ethnic communities, Chinatown is located on the edge of Lafayette Place, Park Plaza and South Cove Urban Renewal Areas and is a short distance from the South Station project. It's real estate values are increasingly pressured due to the intense developer interest in the adjacent areas. South Cove consists of New England Medical Center, Tufts University Medical School, and residential property and community schools that principally serve the Chinese community. In addition, Boston's Theatre District occupies a prominent location on Tremont Street and the Don Bosco School is located here as well. Bay Village abuts the area.

STATUS:

The presentation of the Downtown Guidelines and the implementation process via Downtown PAC has been explained to this community and their reaction is within expected ranges: optimistic over BRA's promise to expand housing production and to encourage through zoning revisions, the actual expansion of Chinatown's housing stock; concern that the high density development in the Bedford-Crescent area will undo whatever good may be gained on the other hand. Community feels that by encouraging intense development of the Bedford-Crescent area they will be further pressured beyond tolerance on all levels particularly from traffic problems and secondary commercial development.

New England Medical Center is frustrated in its attempts to improve Washington Street and facilitate access to their entrances. They are currently assessing the options available to create a new parking garage so that they can utilize the tax-exempt bond financing that may be unavailable if a tax-revision bill is passed. Their best solution may coincide with Don Bosco's need to get revenue from its surplus land to finance its new electronic school. Don Bosco, however, may be unable to negotiate with NEMC due to its contractual obligations with The Abbey Group for a housing development on that site.

Design review is well underway on the 20-unit housing development on Tremont Street to be developed by the Chinese Consolidated Benevolent Association. Garden relocation is still unresolved as community, i.e., Bay Village and gardeners, do not want to discuss garden relocation.

Chinese community is also concerned with MBTA's Replacement Transit Study for the Orange Line which identifies LRV's as an option and may cause severe disruption in this community and for which they will receive little benefits in either transportation services or other amenities. Project will significantly impact quality of life issues here and needs careful study by city.

ISSUES:

- o Victory Garden Relocation.
- o Bedford Crescent ERA.
- o Linkage benefits for job training.
- o Combat Zone redevelopment.
- o Affordable housing.
- o Relocation of Pagoda Park.
- o Reconstruction of China Gate.
- o NEMC plans for parking garage.
- o Impacts of MBTA replacement transit project.
- o Development on Parcel R3/R3A.

Housing, jobs and language/vocational training programs are the most critical issues for this combined area. In addition, the negative influences of the adjacent Combat Zone is causing severe neighborhood pressure to eliminate the zone's illicit activities. Open space is virtually non-existent except for the area around China Gate Park and there is a significant need for capital improvements to the local streets and utility systems in Chinatown.

TOPIC SOUTH END

DESCRIPTION:

Statistical Profile of the South End (1980 Census Figures)

Population: 27,125 (Boston: 562,994; SMSA: 2,763,357)

Population Mix:

39% White
41% Black
12% Asians
13% Hispanics
8% Other

Persons 3 years and older in school:
7,140 (Boston: 68.4%; SMSA: 77.2%)

College Graduates:
26.4% (Boston: 20.3%; SMSA: 24.7%)

Median Income:
$10,848 (Boston: $12,530; SMSA: $18,694)

Families Below Poverty Level:
21.9% (Boston: 16.7%; SMSA: 7.3%)

Housing Stock:
13,761 (Boston: 241,444; SMSA: 1,027,930)

Owner-Occupied:
1,577 (Boston: 158,953; SMSA: 463,504)

Vacant Units:
1,742 (Boston: 22,847; SMSA: 47,270)

STATUS:

Projects Under Construction: Five residential developments that will provide a total of sixty-six units. Of these, 8 will be rented at below-market rates, 9 will be made available to artists for live/work space, and 4 will be owner-occupied units.

Projects to Start Before Year End:

- Rosie's Place, at 889-905 Harrison Avenue will provide a twenty-bed facility for the homeless women in Boston.
- Plympton Realty Trust, expansion of the existing light manufacturing plant is expected to create new jobs.
- 530 Tremont Street will provide administrative space for C.O.P.E. (Coping with the Overall Pregnancy Experience).

Tentative Designations: Six redevelopment projects have been tentatively awarded to developers. These projects will provide 208 residential units and 42,000 square feet of below-market retail and office space. Of the six developers tentatively designated, three are local, non-profit minority developers and the others are South End residents who will develop owner-occupied housing.

Future Rehabilitation: The BRA has 14 vacant buildings pending disposition for rehabilitation. When redeveloped, these properties will add 242 residential units to the South End housing stock.

ISSUES:

The South End has a large population of artists who have experienced displacement due to increasing rents. The BRA is striving to identify buildings within its stock to assist this important sector of Boston's culture to remain in Boston.

The Authority is presently in the development stage of a Planned Advisory Committee (PAC). This group is scheduled to be operating by early 1986.

TOPIC: SOUTH STATION PROJECT

DESCRIPTION:

The South Station Project is a joint venture in which the MBTA will develop an inter-modal transportation center (train, transit, bus, and automobile) and the BRA will develop the air rights above the center. The BRA's air rights program consists of:

- office building - 400,000 sq.ft.;
- hotel - 600 rooms - 460,000 sq.ft.;
- high technology center - 250,000 sq.ft.; and
- parking - 1600 spaces.

The BRA has commitments of $9.8 million to carry out the project. Current estimates indicate that $7 million of additional funds will be needed to cover the structural costs needed to support the air rights development.

STATUS:

Phase one which consists of the train facility and the foundations for the BRA air rights development is under construction and will be completed in early 1987. The BRA portion of the contract totals $6 million. Phase two of the project which includes a bus terminal, parking, and service facilities for the air rights is in the early stages of design with a start of construction expected in early 1987. Solicitation of private development proposals for the air rights will be undertaken by the BRA in late 1987.

ISSUES:

The potential issues the project faces include obtaining substantial additional public subsidies needed to make the project feasible and resolving the complex interconnections between the BRA and MBTA portions of the project to the mutual satisfaction of both parties.

TOPIC: TENT CITY

DESCRIPTION:

The Tent City project will consist of the following elements:

- o a two-level, sub-surface, 698 car garage to be built, financed and operated by UIDC, owners of Copley Place;
- o 270 units of mixed-income housing (25% low-income, 50% moderate-income, and 25% market rate), including a 6-12 story mid-rise building next to Copley Place and townhouses elsewhere on the site, to be built and managed by Tent City Corporation;
- o BRA will lease air and sub-surface portions of the site (3.3 acres bounded by Columbus Avenue, Yarmouth and Dartmouth Streets, and the Southwest Corridor) to Tent City and UIDC, respectively, for 99 years; and
- o The housing will be financed by MHFA, Copley Place UDAG re-payments and project syndication.

STATUS:

- o The Memorandum of Understanding between the BRA, Tent City and UIDC which provides for the UIDC/BRA land swap, among other things, will be ready for signature by Thanksgiving at the latest.
- o Permit hearings are scheduled as follows:
  - 11/07/85 - Air Pollution Control Commission
  - 11/20/85 - Flammables Permit
  - 11/22/85 - Public Improvements Commission
  - 11/26/85 - Zoning Board of Appeals
- o BRA Board actions are scheduled areas follows:
  - 11/07/85 - take City streets
  - 12/05/85 - authorize 99-year leases
    - land swap
    - confirmatory taking
    - site improvements funding
    - Urban Renewal Plan amendments
    - final designations
- o Project due to close 12/20/85.
- o Construction due to be completed by 6/87.

ISSUES:

- o Nature of BRA guarantee to UIDC on Tent City garage losses.
- o Size and design of Parcel 1 project.
- o Need MTA to surplus their portion of Parcel 1.

TOPIC: THEATER DISTRICT/DOWNTOWN CROSSING/COMBAT ZONE PROFILE

DESCRIPTION:

A thirty year trend of decline in retail activity and disinvestment in real estate is presently being reversed in the Lower Washington Street area, which is physically the connecting link between Downtown Crossing and the Theater District. The mid-seventies witnessed vacant buildings in the old W.T. Grant Store, the Conrad and Chandler Building, Gilchrest's Department Store and R.H. White's Department Store.

Since that time, and particularly because of the increase in the downtown workforce, the retail core of the city, which is the largest retail center in New England, has rebounded. Sales volumes along Washington Street have increased dramatically, although areas near Tremont and West Streets are just now beginning to rebound from the long delayed completion of Lafayette Place. The Theater District, which has suffered from its proximity to the Combat Zone, has begun to benefit from the completed developments in the Park Plaza Urban Renewal Project including the Four Seasons Hotel and State Transportation Office Building.

STATUS:

Several major development projects are underway or in a conceptual stage for the Downtown Crossing/Theater District/Combat Zone. These projects include:

- One Franklin Place, formerly Kennedy's, and 99 Summer Street, which have the potential to continue Downtown Crossing retail activity and pedestrian improvements down Summer Street towards South Station.

- The $6 million restoration of the Paramount Theater by the F.D. Rich Co. will preserve this historic building and introduce new entertainment activity in the Keith Block across from Lafayette Place. Additionally, the F.D. Rich Co. is proceeding with land acquisition and design/use proposals for planning Parcel 30.

The following projects and/or proposals are located within the boundaries of the Combat Zone:

- Across Washington Street, adjacent to Lafayette Place, Lafayette Place Associates is proceeding to put together a development scheme for the Hayward Place site. They are presently negotiating with a department store which would serve as the southernly anchor to Lafayette Place.

- o 600 Washington Street - Amerbass Realty Co. purchased the seven story, block-long office and retail building bounded by Washington Street, Hayward Place, Harrison Avenue, and Essex Street. The building currently houses about 20 small tenants and the state Welfare Department which occupies almost half of the 400,000 square feet of office space. The developers are proposing to renovate the building as office space and for 10,000 square feet of retail space.

- o Further down Washington Street at Boylston Street, the $12 million China Trade Center is nearing completion. This 100,000 square foot building will contain three levels of retail activity and four levels of offices, creating some 300 new permanent jobs in the heart of the Adult Entertainment District.

- o South Cove Parcel P-7, located at the corner of Stuart and Tremont Streets, is being proposed as a 40,000-60,000 square feet development with two levels of retail space and upper office use. Theater Plaza Associates has received tentative developer designation by the BRA. A request for Final Designation and construction is anticipated by February, 1986.

The following projects are adjacent to and have potential impact on Combat Zone development:

- o Boston Edison Proposal - In addition to their current proposal to develop a sub-station at Kingston/Chauncy Street, Boston Edison has also made a proposal for future development above and around the sub-station that would incorporate commercial space on the site.

- o Kingston Bedford Parcels - The city-owned Kingston-Bedford garage and an adjacent parking lot at 140 Essex Street will be offered for development sometime in the near future. The garage site is approximately 27,426 square feet, while the Essex Street parcel is approximately 20,757 square feet. Proposals for a mixed-use development including office, residential, and retail space will be invited. Below grade parking for both building and tenant use will be provided. Specific guidelines will be prepared to assure an appropriate size and scale of development. Development of these downtown parcels will be tied to the development of a site in the Dudley area of Boston.

- o Lincoln Block - The Jaymount Corporation and A.W. Perry have proposed a 1,008,000 square foot project that would house both office and retail space. It would be approximately 500 feet in height and have approximately 180 below grade parking spaces. The proposal would retain and restore some of the historic buildings now located on the site. This proposal is currently being reviewed by the BRA.

- o Knapp and Beach Streets - The building at 15 Knapp and Beach Streets, a Victorian hotel, has been renovated to 15 Section 8 one-bedroom units. David Wong, developer of the project, has rehabilitated the project primarily for the elderly. It has been occupied since the early spring.

ISSUES:

Pressure for public action regarding the Adult Entertainment zoning district will result from continued development. Licensing actions taken by the City and Chinatown residents, will continue to increase. A large holding of parcels along Washington Street between Boylston and Stuart Street is up for sale and several speculators/developers are vying for this property. The Haywood Place site will soon have a proposal submitted by Lafayette Place Associates or other development groups. City involvement in attracting a major retail operator will be needed.

TOPIC: TRAFFIC AND PARKING/TRANSPORTATION

DESCRIPTION:

Setting

o Miles of roadways in city	914 (6.2% of Metro)
o Number of signalized intersections	750
o Vehicles registered (1981)	205,000 (9.5% of Metro)
o Length of cars registered in curb parking arrangement	970 miles
o Cars owned per dwelling (1980)	
- lowest district (Fenway)	-0.38
- highest district (W. Roxbury)	-1.22
- AVERAGE (City)	-0.73
- AVERAGE (Metro)	-1.30
o Daily vehicle miled travelled on Boston roads	6.63 million (10.6% of Metro
o Boston Land Area	48.8 sq. mi. (3.47% of Metro
o Selected Average Daily Traffic	
- Central Artery	160,000 vehicles
- Storrow Drive	86,000
- Tunnels	85,000
- Commonwealth Avenue	31,000
- Turnpike	94,000
- Summer Street Bridge	27,000
- St. Botolph Street	3,000

Commuting and Other Patterns

o Boston residents working outside Boston	62,811
o Boston residents working in Boston	187,239
o Outside residents working in Boston	338,972
- Percent Boston residents taking cars to work	47.3
- Percent outside (rest of Metro) taking cars to work	82.0

Commuting and Other Patterns (Continued)

o Total off-street parking in Boston Proper*	56,000
- Covered by parking freeze	35,503
o Daily total person crossings of Boston Proper (1982)	2,080,000
o Daily non-auto person crossings of Boston Proper (1982)	650,000
o Daily vehicle crossings of Boston Proper Boundaries	1,020,000 (increase of 15% from 197

ISSUES:

- o Parking, roadway and transit systems are at or near saturation.
- o Must develop better transit and more use of it.
- o Encourage more persons per car.
- o Increase parking in balanced and efficient manner.
- o Work out Parking Freeze modifications.
- o Review and revise parking requirements under Zoning.
- o Encourage water transportation as supplementary mode.
- o Develop housing close to work sites and vice versa.
- o Control nature and density of new development.
- o Encourage "Park and Ride."
- o Make traffic operations more efficient.

* Boston Proper - Boston peninsula north of Massachusetts Avenue

TOPIC: VACANCY RATE AND ABSORPTION

DESCRIPTION:

Vacancy Rate. The level of occupancy of office space is typically expressed as that percentage of total office space within a defined area (typically Downtown and Back Bay for Boston) which is not leased at any given time. As some vacancies inevitably occur as office space is vacated by one tenant and is not yet occupied by another, a vacancy rate of less than 3-4% suggests very strong demand for office space.

Absorption. The rate at which new office space coming onto the market is leased (net of existing space being vacated by tenants moving into the new space) is the absorption rate.

STATUS:

The City has performed consistently well since 1978 as one of the country's strongest office markets with vacancy rates in the 4% range. Following the 1981-1982 recession, Boston experienced major employment growth in the financial, insurance, real estate, legal, advertising and consulting services sector which was not anticipated by office developers in the late 70's and early 80's.

Since that time, Boston's vacancy rate has risen to a current rate of roughly 10 to 11%. This is explained by the concurrent completion of such major downtown projects as One Financial Center (1.1 million s.f., 46 floors) and One Exchange Place (1.0 million s.f., 40 floors). In the quarter ended on September 30, 1985, the vacancy rate dipped slightly to 9.8%.

As with vacancy rates, the City has experienced very strong absorption of new office space in the early 1980's, particularly in 1983-84. Since that time, new space has been absorbed quite well, despite the opening of roughly 3.0 million s.f. in 1984-85. In the last quarter, 258,000 s.f. has been absorbed in the Back Bay and Downtown (compared with 562,000 s. in the preceding quarter).

Boston's 50 million square feet of office space, as of 1985, reflects the absorption of 13 million square feet over the last ten years.

- In the last three years the absorption rate increased to 1.4 million square feet per year.
- Projected office employment growth of 6,350 jobs per year, over the next five years, would also require a yearly increment of 1.4 million square feet of office space annually (with 220 square feet of space per worker).
- If allowance is made for the addition of "upgrading" demand, on the one hand, and reducing the current 11 percent vacancy rate, on the other hand, the resulting net effective growth in demand over the next five years may again be calculated at 1.4 million square feet a year.

- Boston's Spring 1985 office vacancy rate is low in comparison with that of other large cities, ranking 20th in a compilation of that for 25 cities by The Office Network, a Houston-based real estate brokerage group.

- This was especially noteworthy since the year 1984 had set a record with completions of 4+ million square feet of space, and absorption of 2 million.

- Office development projects currently underway, approved and scheduled for completion in the next five years (1985-89) total 7 million square feet (an average of 1.4 million square feet a year).

- With the lumpiness of the construction schedule, an average of only 1.1 million square feet of office space is due to be completed in 1985 and 1986, and the vacancy rate is expected to decline in this period.

- More completions are anticipated in 1987 and the vacancy rate is projected to rise again, but to a level well below 10 percent.

- Boston's healthy office market should continue for at least the remainder of this decade.

ISSUES:

It is generally believed that the vacancy rate and level of absorption of office space (1.5 million s.f./year) will stabilize and probably improve in the short-term (12-18 months). There are some signs that the market is softening, however.

Developers and leasing agents now are having to make such concessions to prospective tenants as free rent for a given period or providing allowances for finishing tenant spaces in order to secure multi-year lease commitments. In addition, large tenants have secured equity interests in new buildings which effectively reduce their rents.

In 1987, an overabundance of office space is expected to exist as such projects as International Place, 101 Federal Street, 150 Federal Street and Rowes and Fosters Wharf and the Kennedy's Building will be completed.

Vacancies are likely to increase with absorption slowing. In anticipation of this event, we intend to slow the rate of project approvals and to assure that those which are approved conform in large part with the Downtown Guidelines.

TOPIC: WATERFRONT DEVELOPMENT

DESCRIPTION:

- Over 2,000 acres of land in the neighborhoods of East Boston, Charlestown, North End/Downtown, South Boston and Dorchester constitute Boston's waterfront.
- Approximately $3 billion of the City's $14 billion of property value is currently obtained from this area.
- The Harbor provides jobs for 60,000 residents (11% of the City's 560,000 jobs).
- Waterfront development has accounted for $1 billion of the City's post - 1975 growth of $5 billion with 2,000 of the 10,000 new housing units since 1970 being constructed in this area.
- One-third of the land is vacant.
- Only 18% of the land is accessible to the public.
- A significant portion of the land parcels are in tax delinquency, and the area contains many dilapidated piers and unutilized buildings.
- Since the initiation of Harborpark, October 1984, $600 million dollars has been invested into Boston's waterfront by over two dozen projects.
- This is only 20% of the total anticipated $3 billion investment.
- This investment will produce $22 million in linkage payments, $28 million in net new property taxes, 4,000 construction jobs, 19,000 permanent jobs, and 8,000 new housing units with 30% of these units available to low- and moderate-income residents.
- A total of 12,000 new residents will live on Boston's waterfront. In addition, 44.6 acres of public open space and several miles of Harborwalk along the water's edge will be created.

STATUS:

- The 15-member Harborpark Advisory Committee and Sub-Committees have held over 15 meetings in which they have reviewed proposed waterfront projects including Harbor Point, Fan Pier, South Boston Pier 4, Long Wharf, Schrafft's Center, Lewis Wharf.
- Discussed various issues including the proposed Interim Planning Overlay District and open space zoning, expenditure of public funds, public awareness and community participation in the Harborpark project.

- An Interim Planning Overlay District has been established for Port Norfolk and efforts are now underway for the extension of this district into the remaining areas of Harborpark.

Subsequent intensive planning efforts, to be undertaken with broad community participation, will determine appropriate zoning for Boston's waterfront. Interim Design Standards, already established for the Inner Harbor, are also being established for all other areas of Harborpark. The formulation of a comprehensive data base is well on its way, with analytic neighborhood profiles, detailed parcel information, and studies on various issues being undertaken. The Authority continues its efforts in obtaining funding for the various public amenities to be included in Harborpark. For example, a $200,000 grant has been received from DEM for undertaking planning, engineering and design studies related in Harborwalk. A public awareness program, initiated with Harborpark Day on September 15, is being formulated as an ongoing component of planning efforts.

ISSUES:

A number of priority issues are currently on the agenda of the Harborpark planning program. These include:

- A community participation process to ensure broad and strong public input into planning activities, particularly the establishment of the Interim Planning Overlay District.

- The Harborpark Advisory Committee is considering expansion in order to obtain a strong input from Project Advisory Committees which exist and are planned for the area.

- Planning efforts are underway for the establishment of the Interim Planning Overlay District covering the rest of Harborpark in order that planning proceed in a systematic manner.

- Two additional major areas of attention which will require intensive planning efforts and discussions include: the conversion of water-front lands to non-maritime uses and the establishment of a water transportation network.

TOPIC: ZONING

DESCRIPTION:

The current Boston Zoning Code was adopted in December, 1984. Since that time, there have been major physical, economic, and demographic changes that have affected the pattern of land uses and made the underlying zoning inappropriate in several areas. The Zoning Department recommends amendments to the Zoning Code and map amendments have been recommended and approved in the past year, including changes in the underlying use category. The department also makes planning recommendations on appeals for deviations from the Code. Over 800 appeals were reviewed in the past twelve months reflecting both a need to revise the Zoning Code and maps as well as the pressure on land use controls.

Interim Zoning of neighborhoods: There have been tremendous growth pressures in the neighborhoods in recent years primarily as a result of spillover from the strong growth and development market in Downtown. These pressures have translated into stress on the existing housing stock, a critical need for new housing, issues related to density, height, traffic and parking, open space and the natural environment, and a need for improving residential support uses.

STATUS:

In order to control development pressure on the neighborhoods and promote the City's housing policies, the Authority has begun comprehensive neighborhood planning/rezoning studies through the Interim Planning Overlay District process. The end result of process will be the establishment of new zoning that protects the housing and special characteristics of a neighborhood, promotes production of new housing where appropriate, promotes revitalization of neighborhood commercial centers and establishes appropriate height and site controls.

Major neighborhood rezoning efforts have already been initiated with the establishment of the North End 55-foot height limit and the Interim Planning Overlay District in the Port Norfolk neighborhood of Dorchester. Planning is underway to begin this rezoning process in several other neighborhoods.

The Allston/Brighton neighborhood is experiencing extreme pressure on its housing stock related to growth from the Downtown core as well as from institutional growth within the area. Individual developments that are insensitive to the surrounding area also generate density and parking problems and inappropriate uses. The Authority is in the process of establishing an Interim Planning Overlay District for this neighborhood in order to analyze the necessary changes in the land uses and revise the zoning to address growth issues, promote the production of new housing on appropriate sites, and direct and balance growth with the needs of the neighborhood.

In addition, the BRA Environment Department is completing comprehensive standards for the microclimate: pedestrian level wind impacts, air quality as it relates to the urban geometry, and access to sunlight and daylight. This work is being carried out through a grant from the National Endowment for the Arts and the basic standards and methodologies have already been applied to large-scale development projects Downtown.

GLOSSARY

AIR RIGHTS: The area over highways, railroad tracks and existing buildings that can be recaptured and developed for tax-producing purposes. In Boston, for example, Copley Place was built on air rights above the Massachusetts Turnpike.

CURTAIN WALL: Walls are no longer structurally essential. Engineering advances make it possible to hang sheets of glass or metal, even stone from girders or beams to literally curtain a building's frame.

DIP HEARINGS: Development Impact Project hearings. Development of non-residential projects of more than 100,000 square feet are required to outline the financial benefits the city will receive as a result of the city's linkage formula.

FAR: Planning shorthand for floor area ratio. The formula divides a buildings volume by the size of its site.

HIGH SPINE: The concept of confining all new highrise buildings in Boston along an imaginary line drawn from the Prudential Center to Dewey Square. Its purpose was to encourage new investment along Boylston Street and the mass transit lines that came into South Station.

IPOD: The Interim Planning Overlay District. Special overlay district in Zoning Code that establishes a comprehensive planning and rezoning process for a defined area for up to 2 years. During that period the planning agency with input from the community analyzes the land uses and needs of the community and recommends new zoning that reflects those issues. Projects proposed before end of IPOD period must receive special permits and undergo extensive review by the community to certify that the project is consistent with the goals of that planning area.

LINKAGE: A city zoning requirement which obligates developers of substantial commercial, medical or educational buildings to contribute a "housing payment exaction" of $5 for each square foot of gross floor area in excess of 100,000 square feet. The payments are spread over 12 years and the money is earmarked for new housing construction or for housing rehabilitation in the city.

MASSING: The architectural relationship between the various elements of a building including proportion, profile, volume, and contour.

MICROCLIMATE: New developments alter wind, shadow, sunlight on the street level in their surrounding environment. The term describes the changes in a limited area.

MIXED USE DEVELOPMENTS: Projects that combine offices, housing and/or retail space are now favored over single use developments in Boston and other major cities. They help prevent the Dark and Dead after 5 p.m. Syndrome.

121A: Also known as the Prudential Formula, the law passed in 1959 allows Boston to exempt some new development from property taxes. The power to assess annual charges in lieu of taxes, based on a percentage of a project's

income strengthened Boston's ability to attract new development. More that 110 121As have been granted since the Prudential Center was built in the Back Bay, 90 percent of them for subsidized housing.

PROSTHETIC ARCHITECTURE: The term describes preservation compromises that allow new buildings to rise behind or above a landmark structure. Also known as facadectomy. In Boston, the glassy tower built behind the historic Merchant's Exchange Building at 53 State Street is a primary example.

PUBLIC REALM: Streets, sidewalks, malls, parks, subways, railroad stations, common ground. The phrase describes areas which the community at large uses and in which it has a special interest.

RIBBON WINDOWS: Ribbons of glass wind around the building at every story. Examples can be seen in Boston at One Financial Place, Dewey Square, and The Devonshire, Washington Street.

VARIANCE: Permission to build contrary to the otherwise applicable provisions of a zoning ordinance or building code. In Boston, variances are granted by the Board of Appeal.

ZONING PROCESS: The BRA Zoning Department makes recommendations to two separate bodies, the Board of Appeal and the Zoning Commission. The Board of Appeal is a legislative body that votes to approve or deny deviations in the form of variances or conditional use permits from the existing zoning code. The Zoning Commission is a legislative body that votes to adopt amendments to the Zoning Code and zoning maps of the city. Public hearings are involved in both cases. Prior to sending recommendations to the Board of Appeal or the Zoning Commission, or both, the BRA conducts a public hearing. The Board of Appeal and the Zoning Commission each conduct their own public hearings.

GLOSSARY OF REAL ESTATE DEVELOPMENT TERMS

EQUITY: An investor's cash investment in real property. It does not include the financing contributed to the project by a lender. Equity can grow as the value of the property increases, and the mortgage principal is gradually reduced by periodic repayment.

GAPFINANCING: Secondary financing intended to satisfy the gap between funds committed by the primary lender and funds actually required to complete the project, generally in connection with arrangements under which the primary lender will fund the gap once specified conditions such as projected occupancy levels have been satisfied.

JOINT VENTURE: A legal arrangement in which two or more parties undertake to share the risks and rewards of a venture of an agreed basis.

LAND PRICE WRITE-DOWN: A subsidy provided to a developer by a government entity that acquires a piece of property for its full market value and then resells to a developer or investor for less than the acquisition price.

LIMITED PARTNERSHIP: A form of ownership in which partners are divided into two classes: the general partner or partners who actively manage the operations of the group and bear full responsibility for its affairs, and the limited partners, whose exposure is normally limited to the amounts for which they are obligated under the terms of the partnership agreement and who have no control over the affairs of the partnership.

SOFT COSTS: Development costs other than those devoted to land and actual construction, such as interest on borrowed funds, architectural and other fees, marketing costs, and incidental costs.

TAX SHELTER: The opportunity to protect current income from taxation by taking current deductions against income that defer taxes until later and convert the income deferred from an item subject to the ordinary income tax to one qualifying for the 60% capital gain exclusion before taxation. Ordinary income this year can thus be converted to a capital gain in a later year.

There have been a number of Advisory Committees which have worked cooperatively with the Authority generally in relation to development issues in an urban renewal area. Although none have had the broad agenda of reviewing land uses and the need for significant changes in zoning, some have dealt with particular land uses or some aspects of zoning such as height limits. The following identification of committees may be pertinent to illustrate the types of contributions which have been made by committees concerned with the development of the city.

I. Harborpark Advisory Committee

Appointed by Mayor Flynn in 1984 to advise on matters relating to the entire Harbor. Composed of 15 members, 5 each from five Harbor neighborhoods, harbor-related groups, public agencies.

II. East Boston Project Advisory Committee

Established by BRA Board action in 1981 to oversee the production of a development plan for the East Boston Piers. Has 16 members at large, plus 2 representatives of designated groups.

III. Fan Piers Advisory Committee

Appointed to work on the development of Fan Piers and Fort Point Channel and economic aspects as well. Has 11 members: 4 from South Boston; 4 from specific groups - Archidioceses of Boston, Boston Harbor Association, Boston Society of Architects, Greater Boston Chamber of Commerce; and 3 public representatives - Mayor's Office, Massport, and Governor's Office of Economic Development.

IV. Columbia Point Task Force

Joint membership of parties of redevelopment of Harbor Point: BRA, Boston Housing Authority, CMJ (developer), and tenants selected to represent residents.

V. Fountain Hill Square Project Review Committee

Committee of abutters and surrounding neighborhood associations invited by BRA to serve as review committee for housing proposed on Parcel I-2 site in Washington Park (1985).

VI. Parcel 18+ Task Force

Advisory committee to advise on development in Roxbury Crossing area (in relation to new MBTA line). Includes community development corporation members, residents, BRA, MBTA, and Governor's Office of Economic Development.

VII. Park Plaza Civic Advisory Committee

Established in 1974, the Park Plaza CAC participates in the development of the urban renewal project.

VIII. Boylston Street Zoning Study Citizen's Review Committee (CRC)

Established in 1984 by invitation of the Director to review the development of the Boylston Street study and to evaluate, comment, and make further recommendations. Composed of 23 representatives from designated organizations including neighborhood, business, professional, and institutional in the area.

IX. North Station Project Advisory Committee

Composed of area businessmen, displacees (2), clergy, and those involved in the redevelopment of the North Station area. (Invited to join by the Director c.1979.)

X. Planning Advisory Committees (PACs) Expected to be Established soon:

Allston-Brighton
Charlestown
Harborpark (more discussion to come)
Port Norfolk
Roxbury
South End

XI. Neighborhood (Service) Councils Appointed by Mayor

Appointed:

Jamaica Plain (24 members)
North End (21 members)
West Roxbury (21 members)

Coming soon:

Chinatown
Codman Square

Rec'd 11-26-85

Mayor's

MEMO/R HOGGINS

DATE: November 25, 1985
TO: Department Heads/Advisors
FROM: Bob Consalvo
RE: Accomplishments/Policy Questions & Answers

Enclosed find an edited version of the year-end accomplishments your department submitted to the Mayor's Office. Each report was re-written into this standardized format, and in some cases handwritten comments appear beneath entries asking for more information or clarification.

We are asking that you answer these questions, and further edit or add to the lists where you see fit. We are asking that each list be no more than a page or a page in and a half in length, but we are also asking that it reflect what you feel are your department's accomplishments during the previous year.

Please return these lists to Jim Vrabel in the Mayor's Office by Monday, December 2nd.

We are also requesting your further help in compiling a policy question and answer book for the administration.

Based on the discussion at Saturday's department heads meeting - and modeled after the enclosed BostonWorks example - we are asking each department head to look over their previously submitted questions and answers and revise them or replace them with more appropriate choices.

The initial and follow-up questions should be those that you or the mayor are likely to be asked regarding important issues facing your department and the administration - rather than about the functioning of departments or the process of city government. (For example, they should ask what the city is doing about abandoned property - not how the Property Disposition Board works.) And the answers should address each question, and be specific, factual, clear and concise.

We are operating on an accelerated schedule on this project, and are requesting that you return your revised - or replacement - questions and answers to Jim Vrabel in the Mayor's Office the first thing Wednesday morning, November 27th.

If you have any questions, please call me or Jim.

851126-002

BostonWorks

What is BostonWorks?

BostonWorks is a job training and placement program for low income Boston residents. It represents a comprehensive system of literacy and job training programs and related support services tailored to fit the needs of unemployed or underemployed adults.

BostonWorks will serve 1,200 people in its first year.

Why did you initiate BostonWorks?

- Boston is home to 580,000 jobs but only 35% of those jobs are held by Boston residents.
- 75% of the jobs that pay over $15,000 per year are held by non-residents.
- 57% of Boston's working families earn only the Federal Lower Living Standard or $12,400 per year for a family of four.

Early in my administration, I met with representatives of the city's business community and told them that I was committed to working with them to correct this situation. The result is BostonWorks - a joint program with Boston's buisness community to provide job training and retraining for Boston residents.

Who's paying for it?

$2 million dollars has been raised this year. The City, State, Private Foundations and the Business Community have contributed $500,000 each toward the initiative.

What makes BostonWorks different from other job-training programs - many of which have not been successful?

Most job training programs recruit the people who need jobs first - then, after training is complete, try to place people in jobs.

BostonWorks is different because, in cooperation with the business community, we determine where the jobs will be and then train workers for those jobs.

BostonWorks represents an active investment in the economic future of Boston residents by the business community. Private industry is involved with both the financing and planning of job training programs.

BostonWorks also addresses the issue of underemployment. Many poor but working families are not eligible to participate in job training under the current system. BostonWorks allows the city to offer retraining and upgrading opportunities for workers whose jobs don't enable them to move out of poverty.

Mayor 12/2/85

CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
RAYMOND L. FLYNN

MEMORANDUM

TO: Department Heads

FR: Bob Consalvo

RE: End of Year Reports and Policy

DATE: December 2, 1985

Revised End of Year reports and policy questions are due by the end of the day today.

Please review the attached information about the format of these materials.

CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
RAYMOND L. FLYNN

MEMORANDUM

To: Robert W. Consalvo

From: Mayor Raymond L. Flynn RLF

Date: December 2, 1985

Subject: End of Year Reports and Policy Issues

Attached are the end of year reports for the Treasury Department and the Community Schools Program. Also attached are three samples of policy questions and answers -- Capital Plan, 9-1-1 System, and Latin Schools.

These examples of reports - one from a management department and one from a department which provides basic city services - are good examples of end of year reports. Both are clear and precise in reporting their accomplishments and include appropriate data to support their outcomes.

The policy questions and answers provide different examples of how such questions may be prepared. Each set of questions for a policy issue is specific and germane to the issue being addressed.

These should serve as useful guides to department heads in preparing their end of year reports, and policy questions and answers.

Please follow-up with the department heads to insure that these reports and issues are submitted immediately.

TREASURY DEPARTMENT

* Achieved an upgrade of the city's bond rating by Moody's Investor Service to an investment grade of Baa - from the Bal non-investment grade issued in 1981 as a result of Proposition 2 1/2. Coupled with Standard & Poors BBB+ investment grade rating, this reflects greater confidence from the investment community, and will allow the city to go into the bond market at more favorable rates. The upgrade accounted for a projected savings of $1.8 million over the life of the $65 million General Obligation Bonds issued in April.

* Initiated an ongoing enforcement program, widely praised by the Boston media and similar to that run by the State Department of Revenue, to improve delinquent property tax collections. A sizeable amount of revenue will be collected from individuals and businesses who had previously refused to pay taxes. Major components include a ward-by-ward letter campaign directed at all delinquent property taxpayers; rent-takings of rental properties with an anticipated positive cash flow; filing of personal suits against delinquents with sizeable personal assets; and aggressive filing of foreclosure petitions.

* Issued $100 million in Revenue Anticipation Notes and $65 million in General Obligation Bonds. Favorable market response and cost-conscious efforts resulted in substantial savings to the city.

* Issued $3 million in Minibonds with overwhelming investor response. The entire issue sold in two days.

* Implemented a comprehensive leasing program for all new purchases of city motor vehicles. The terms negotiated with the financing entity are very favorable to the city.

* Published the first edition of the city's Financial Newsletter, which is directed towards existing and potential investors of Boston bonds and other members of the financial community. Subsequent issues will be published semi-annually.

* Completed the automation of the General Fund Cash flow. The new computerized system significantly reduces time-consuming manual processing and permits for more timely analysis of the General Fund cash flow data.

* Increased investment income by $1.2 million over projections, through implementation of sound investment strategies.

* Achieved compliance with the city's divestiture ordinance concerning city investments, and continued the steady divestiture of trust fund holdings on schedule.

* Contracted an outside agency to collect delinquent motor vehicle excise taxes. In the first 6 months, the program has collected on nearly 29,000 accounts, representing approximately $1.4 million.

* Enhanced the timely collection of 121A and PILOT (Payment in Lieu of Taxes) revenues through more accurate auditing systems and improved communication with involved parties.

* Installed optical character readers to facilitate lock box and teller processing of bill payments, and established the capacity to accept credit card payments at teller windows.

* Created a program to improve the timeliness with which new property owners receive their tax bills, resulting in faster receipt of payments.

* Instituted new trading procedures for Trust Office investments which will cut trading costs by 40% and reduce net execution time for trades by more than 50%, thereby increasing the investment performance of our managers.

* Consolidated all trust fund activities within the Treasury Department beginning with FY'85, resulting in a savings of approximately 10% in personnel costs.

* Provided legal analysis which lifted restrictive investment policy on the Browne Fund, increasing the market value by 13% since June 30, 1984.

* Trust Office assisted Rosie's Place; the Suffolk County Special Olympic team; the Boston International Track Club; the student exchange with Padua, Italy; the Camp Joy Respite Care program; the Mass. Assoc. of Afro-American Police overnight Camp; the Day Is Done emergency shelter program for homeless women; and the School Department scholarship program.

COMMUNITY SCHOOLS

* Assumed managerial and programmatic responsibility for seven recreation centers, expanding service delivery from 23 to 30 sites. The cost of operating these sites will be reduced by $250,000, while the number of neighborhood residents who use these programs will increase from 30,000 to 35,000 visits each week. Further benefits include consolidating management, eliminating duplication of services, and bringing programmatic decision-making closer to the neighborhoods.

* Expanded both traditional and non-traditional adult education programs by 25%, up from 1600 participants last year to approximately 2,000 this year. Job-training and development services, alternative high school opportunities, G.E.D. preparation and testing, external diploma and English as a Second Language programs are now available in formerly under-served neighborhoods. G.E.D. (high school equivalency) graduates have increased from 700 to 1,000. Funding for the Boston Housing Authority Occupational Literacy Program has increased by 36%, allowing for 70 more participants, and expansion into Franklin Field and Hyde Park. Computer literacy classes have been added in Roxbury; Roslindale has been added to the City Roots Alternative High School Program for high school droputs; residents of Franklin Field are now afforded basic skills training.

* Expanded child care services by 20%, to offer child care to 900 families, up from 750 last year. Before-school, after-school, and full day care are now available in Jamaica Plain, West Roxbury, and Dorchester. Neighborhoods already receiving these services have expanded their capacity to include families not previously eligible. Although not technically considered day care programs, summer camps provided all day child care for over 2,500 children.

* Published a number of informational brochures in 1985 to increase public awareness of program opportunities. The Directory of Adult and Alternative Education was distributed to 1,000 education providers, and our Fall Program Guide, a school-by-school index of all of our programs, was distributed city-wide.

* Sponsored 12 special programs to diversify our service base. Examples include City Roots, an alternative education program, which was expanded by 20%, including one new site in Roslindale. The Counseling Program in the Community Schools served over 2,000 people. The Camp Joy program for special needs children realized a 21% expansion, increasing the number of children enrolled from 370 to 470. 300 more youngsters were involved in our city-wide Youth Olympics Program, raising the number of participants to over 1,000.

* Consolidated financial management services, resulting in improved monitoring of outside funds, computerization of fiscal ledgers, and quicker access to financial status information.

* Through aggressive pursuit of new revenue sources, overall outside funding increased by 36%. State funding increased by 14% to $2 1/2 million. By establishing new programs, increased Federal funds by 15% to $1 million. Private funding levels increased for both in-kind funds for furniture and grants which address the pressing need for educational supplies and athletic equipment.

9-1-1 SYSTEM

Q. What's Wrong with the City's 9-1-1 System?

A. In July, 1985, I appointed a blue-ribbon committee of 24 experts from the law enforcement, academic and communications fields and neighborhood representatives to look at what is done in other cities, examine the available technology - and then to make recommendations on how we could upgrade the 9-1-1 System in the City of Boston.

Their recent report identified 3 major problem areas - inadequate staffing and training, outdated equipment, and improper use of the system.

Q. What Are the Recommendations?

A. The Committee recommended that we modernize the present system which was put in place 10 years ago. They called for a new Computer Aided Dispatch (CAD) System for receiving emergency calls .

The Committee also recommended that we install what is called an Enhanced 9-1-1 System - which automatically identifies the emergency caller's location and telephone number.

The Committee also recommended improved staffing and training of operators, and providing more career incentives.

Q. Will These Improvements Eliminate All the Problems with the 9-1-1 System?

A. No, not all the problems - because the third recommendation of the Committee indicated that only an informed public using the 911 system for real emergencies - could guarantee its effectiveness. The City is committed to working with neighborhood organizations and the media to educate the public on the proper use of the 9-1-1 System.

Last year, out of nearly one million calls, only 17% were for top priority emergencies - crimes in progress or life-threatening situations. A full 13% of these calls were actually frivolous - people calling the 9-1-1 number to find out what time Filene's Basement opens or what time the parade starts.

No matter how much money we spend or training we do, we need the complete cooperation of the people in the neighborhoods of this city if the 9-1-1 System is going to work for them as it should.

Q. Has the City Done Anything Already to Improve the 9-1-1 System?

A. Last February - before the Committee was appointed or its report made - the Police Department added 20 additional phone lines to the 9-1-1 system. They also switched to the more sophisticated Horizon Phone System to improve efficiency.

The Department has added 15 operators - increasing the number from 75 to 90 and they have begun working with the New England Telephone Company on an improved training program for these operators that will begin early next year.

CAPITAL PLAN

Q. What Is the Capital Plan?

A. The Capital Plan is a 5 year plan - a blueprint for city investment to repair the City's roads, parks, schools, hospitals, police and fire stations and other muncipal buildings. It's the first comprehensive look at repairing the city's infrastructure since 1963.

Q. Why Is a Capital Plan Needed?

A. The City needs a professional appraisal to tell us what repairs need to be done, what they'll cost, and how we're going to pay for them. In the past 10 years, there's been an enormous underinvestment in capital repair - and we have to address the issue now to properly plan for the future.

Q. What's in the Capital Plan and What Will it Cost?

A. There are a total of 229 recommended projects for repairs and improvements to the city's infrastructure - at a total cost of $632 million.

Q. Where Will the Money Come From?

A. Half of the money will come from the City's General Obligation Bonds. Almost 30% from Revenue Bonds for Boston City Hospital. And the rest from State and Federal Funding.

The plan calls for issuing an average of $55 million a year in bonds over the next 5 years.

Q. How Can the City Afford It?

A. We can afford it because the City of Boston has improved its financial position over the last two years Through our improved financial management, and more recently from our ability to receive revenue through new local option taxes, we have gained the increased confidence of the nation's investment community.

Q. Will this Plan put the City in Further Debt?

A. No, because the City's current debt of $472 million is rapidly being retired. 46% of it will be retired in the next 5 years. 82% will be retired in the next 10 years.

At the end of 5 years, the City of Boston's debt will be $506 million - an increase of only 6.6%, which is a level well within the national average for cities of the same size.

Because of our improved credit rating with Moody's and Standard & Poor's, the city's debt service will only increase 4% - or $6 million a year - under this plan.

LATIN SCHOOLS

Q. What is the status of both Latin Schools projects?

A. Under the architectural contract that I initiated, plans have been prepared for rehabilitating Latin School at a cost of $17-19 million. The plans have been given to the school department for review.

We are awaitng a response from the Dukakis administration to our request for obtaining the old Boston State College as the permanent home for Latin Academy.

Q. What are you doing to help these projects get done?

A. I signed the architect's contract in the spring of last year for the design phase of the Latin Schools project. Later I directed the Public Facilities Department to find the most appropriate site for a new home for Latin Academy, after both Latin School and Latin Academy rejected the combined site that was proposed in the Fenway.

Q. What is the Judge's role in this?

Q. The Latin Schools were not included in the Judge's approval of the Unified Facilities Plan because there were no specific plans for these schools in the UFP. The Judge has said he will rule on these two school projects when he is given specific plans.

Q. What is the schedule for these schools?

A. If the Boston School Department approves the Latin School repair plan, which was submitted to them about a month ago, we can then seek Department of Education approval for the plan. After approval of the School Department and the Department of Education is obtained, we can then submit the plan to the Judge for the Court's approval. The timing is dependent on acceptance by both of these other parties.

In the Latin Academy case we must get a response to our request for the old Boston State College site. It is imperative that we move the students out of the present site as quickly as possible for the present location is woefully inadequate and completely unacceptable as a school. If the response from the Dukakis administration is negative, we must find another site for Latin Academy's home.

Q. What is the Mayor's commitment to these schools?

A. Repairs to Latin School and a new home for Latin Academy are long overdue. I'm committed to rehabilitating Latin School and building a permanent home for Latin Academy as quickly as possible so that these students, who are a source of pride to our city, have the type of facilities they richly deserve.

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